

The Corporation of the Township of Brock

Committee of the Whole Agenda

Electronic Meeting

Session One

Monday, January 11, 2021

Due to the current COVID-19 Pandemic and the need to implement social distancing, the Municipal Administration Building is closed to the public and no residents will be permitted to attend this meeting in person. Council members and staff will be participating electronically in the meeting. Those wishing to view the meeting can live stream it at www.townshipofbrock.ca/livestream. The public is asked to contact the Clerk's Department with any questions or clarification by phone at 705-432-2355 or by email at clerks@townshipofbrock.ca.

1. Call to Order & Moment of Silence – 10:00 a.m.

2. Disclosure of Pecuniary Interest and Nature Thereof

3. Adoption of Minutes

- 1) 12th Meeting – December 7, 2020

Resolution

That the minutes of the 12th Committee of the Whole meeting, as held on December 7th, 2020, be approved.

4. Announcements from Council and Staff

5. Presentations

6. Delegations

- 1) Jeff Usling – Beaverton Harbour, Breakwall on the North Spit

Recommendation

That Communication No. 23 be received for information and filed.

- 2) Zoe Levitt, The Nourish and Develop Foundation – Mobile Food Market project

7. Sub-Committees

Finance Committee

a) Consent Agenda

- 1743** The Regional Municipality of Durham – 2021 Interim Regional Property Tax Levy

Recommendation

That Communication No. 1743 be received for information and filed.

b) Items Extracted from Consent Agenda

c) Other Business

Public Works, Facilities & Parks Committee

a) Consent Agenda

- 1739** Town of Whitby – Comments Submitted to Environmental Registry (ERO) #019-2579 on Proposed Blue Box Regulation

Recommendation

That Communication No. 1739 be received for information; and that the Township of Brock endorse the Town of Whitby's resolution No. 269-20 as contained in communication no. 1739.

b) Items Extracted from Consent Agenda

c) Other Business

Building, Planning & Economic Development Committee

a) Consent Agenda

- 1707** The Regional Municipality of Durham – Bill 229, Protect, Support and Recover from COVID-19 Act (Budget Measures): - Changes to the Conservation Authorities Act and Planning Act

Recommendation

That Communication no. 1707 be received for information and filed.

- 1708** The Regional Municipality of Durham – Major Transit Station Areas – Proposed Policy Directions (Report #2020-P-27)

Recommendation

That Communication no. 1708 be received for information and filed.

- 1721** The Regional Municipality of Durham – Pickering-Uxbridge Broadband Fibre Trunk Project (2020-EDT-11)

Recommendation

That Communication no. 1721 be received for information and filed.

- 1722** The Regional Municipality of Durham – Follow Up Report including Regional Response to the Provincial Flooding Strategy (2020-COW-33)

Recommendation

That Communication no. 1722 be received for information and filed.

- 1723** City of Oshawa – Durham Region's Municipal Comprehensive Review: City Comments on Employment Conversion Requests

Recommendation

That Communication no. 1723 be received for information and filed.

- 1736** The Regional Municipality of Durham – Response to November 25, 2020 Notice of Motion regarding Minister's Zoning Orders (2020-P-30)

Recommendation

That Communication no. 1736 be received for information and filed

- 1737** The Regional Municipality of Durham – Regulatory Framework to Manage the Operations of Anaerobic Digestion Facilities

Recommendation

That Communication no. 1737 be received for information; and further that the Council of the Township of Brock endorses the Region of Durham's resolution in regards to the Regulatory Framework to Manage Operations of Anaerobic Digestion Facilities.

- [24](#) City of Oshawa – Durham Region's Municipal Comprehensive Review
City Comments on Employment Conversion Requests

Recommendation

That Communication no. 24 be received for information and filed.

b) Items Extracted from Consent Agenda

c) Other Business

Tourism, Heritage & Recreation Committee

a) Consent Agenda

b) Items Extracted from Consent Agenda

c) Other Business

Protection Services Committee

a) Consent Agenda

- [1712](#) Brock Accessibility Advisory Committee – Minutes – November 17, 2020

Recommendation

That the Brock Accessibility Advisory Committee meeting minutes dated November 17, 2020 be approved.

- [1733](#) Town of Ajax – Support of High Intensity Supports at Home

Recommendation

That Communication No. 1733 be received for information; and further that Township of Brock Council endorse the Town of Ajax's resolution on the Support of High Intensity Supports At Home.

- [1735](#) Town of Whitby – Long-Term Care COVID-19 Independent Commission – Request to Report Findings

Recommendation

That Communication No. 1735 be received for information; and further that the Town of Whitby's resolution No. 275-20 on Long-Term Care COVID-19 Independent Commission – Request to Report Findings be endorsed.

- [1742](#) City of Pickering – Council Resolution – Accessibility for Ontarians with Disabilities Act – Website support

Recommendation

That Communication No. 1742 be received for information and filed.

- [1744](#) The Regional Municipality of Durham – Investigation of Sunnycrest Nursing Home

Recommendation

That Communication No. 1744 be received for information; and further that the Township of Brock Council endorse the Region of Durham's resolution in regards to Investigation of Sunnycrest Nursing Home.

- 1745** The Regional Municipality of Durham – Resolution: Soccer Domes

Recommendation

That Communication No. 1745 be received for information and filed.

- 17** Sylvia Jones, Solicitor General – Community Safety and Wellbeing Plan, Deadline July 1, 2021

Recommendation

That Communication No. 17 be received for information and filed.

- 25** Durham Regional Police Services Board – Durham Regional Police Services Board seeks input into Action Plan to Enhance Trust and Confidence in Policing in Durham Region

Recommendation

That Communication No. 25 be received for information and filed.

b) Items Extracted from Consent Agenda

c) Other Business

Corporate Services Committee

a) Consent Agenda

- 13** Stefano's Bistro – Liquor License Application

Recommendation

That communication no. 13 be received for information; and that the Committee has no objections to the Liquor License Application from Stefano's Bistro provided all requirements are met.

b) Items Extracted from Consent Agenda

c) Other Business

8. Other Business

- 1) COVID-19 Update

9. Public Questions & Clarification

10. Closed Session

11. Adjournment

The Corporation of the Township of Brock
Committee of the Whole Electronic Meeting Minutes - Draft
Electronically

Session Twelve

Monday, December 7, 2020

The Twelfth Meeting of the Committee of the Whole of the Township of Brock, in the Regional Municipality of Durham, was held on Monday, December 7, 2020, electronically.

Members present:	Regional Councillor:	W.E. Ted Smith
	Councillors:	Michael Jubb at 11:50 a.m.
		Claire Doble
		Walter Schummer
		Cria Pettingill
		Lynn Campbell

Members absent:	Mayor:	Debbie Bath-Hadden (leave of absence)
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Staff members present:	Municipal Clerk Becky Jamieson (recording the minutes) Deputy Clerk Deena Hunt CAO Dean Hustwick Treasurer Laura Barta Director of Public Works Paul Lagrandeur Fire Chief Rick Harrison Chief Building Official Richard Ferguson
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1. Call to Order and Moment of Silence

Deputy Mayor Smith called the meeting to order at 9:30 a.m.

2. Disclosure of Pecuniary Interest and Nature Thereof

None

3. Adoption of Minutes

- (1) 10th Committee of the Whole meeting – November 2, 2020
- (2) 10th meeting – In Camera Session – November 2, 2020
- (3) 11th Committee of the Whole meeting – November 16, 2020

Resolution Number 1-12

MOVED BY Cria Pettingill that the minutes of the 10th meeting and In Camera Session, and 11th Committee of the Whole meeting as held on November 2nd, November 2nd, and November 16th, respectively, be adopted as typed and circulated.

MOTION CARRIED

4. Announcements from Council and Staff

Deputy Mayor Smith expressed appreciation to the organizers and participants of a parade in honour of the late Mr. Scott Brown.

Councillor Campbell advised that Sunderland's Santa Claus parade is scheduled for Saturday, December 12, 2020 and is a drive by event happening on Albert Street South, Sunderland.

Councillor Doble advised that Beaverton's Santa Claus parade is scheduled for Saturday, December 12, 2020 at 6:30 p.m. and is a drive by event.

5. Presentations

- (1) Ms. Amanda Kellett, and Ms. Nicole Foris, C.C. Tatham & Associates Ltd.
– Comprehensive Stormwater Management Master Plan Report

Ms. Amanda Kellett, Senior Water Resources Engineer, and Ms. Nicole Foris, Water Resources Engineer, C.C. Tatham & Associates Ltd., provided the following presentation:

Study Background

The Lake Simcoe Protection Plan (LSPP) came into effect in July 2009 to protect and restore the ecological health of Lake Simcoe. The LSPP policy states that Municipalities must prepare and implement a Comprehensive Stormwater Management Master Plan for settlement areas in the Lake Simcoe watershed. Stormwater (sw) is responsible for 30% of the phosphorus loading to Lake Simcoe. Tatham was retained by the Township of Brock to prepare a Comprehensive Stormwater Management (SWM) Master Plan, following the Municipal Class Environmental Assessment process as well as LSRCA Guidelines. The goal of the Master Plan is to recommend improvements that will minimize phosphorous loading, erosion, and changes in water balance throughout the watershed.

Study Area Assessment

The study areas consist of all settlement areas in the Township's Official Plan – Beaverton, Cannington, Sunderland. The information on existing features was collected for each study area (natural heritage and hazards, soils, surfacewater and groundwater features, land use, existing SWM facilities).

Study Methodology

- Identify existing stormwater systems in Settlement Areas
- Determine the effectiveness of existing stormwater systems
- Identify and evaluate stormwater improvement and retrofit opportunities
- Establish a recommended approach for stormwater management for existing and future development
- Develop an implementation plan for the recommended approach
- Develop a program for inspection and maintenance of stormwater management systems

Township's Existing SWM/Drainage System

- Storm sewer systems in Settlement Areas
- Roadside ditches
- Watercourses
- 4 SWM facilities: ponds located at Maple Lane subdivision in Sunderland; Village of Cannington, Fairfield Village in Sunderland, and McCaskill Mills Public School in Cannington

Technical Analyses Completed

- Existing and Future Condition Hydrologic Models (Surface Water Runoff)
- Water Budget / Balance (Infiltration)
- Phosphorous Loading
- Effects of Climate Change

Alternatives Considered

Several categories of alternatives were considered for the three study areas:

- | | |
|----------------|--|
| Alternative 1: | "Do Nothing" |
| Alternative 2: | SWM Improvements in Existing Developments |
| Alternative 3: | Water Quantity Controls in Future Developments |
| Alternative 4: | Water Quality Controls in Future Developments |
| Alternative 5: | Overall Stormwater Improvement Opportunities |

Ms. Kellett advised that they considered the traditional stormwater approach using standard criteria and traditional facilities (primarily swm ponds), and

innovative approaches including low impact development (LID) facilities which focus on infiltrating rainwater near to their source and planting approaches. She advised that the alternatives were scored using weighted criteria including soil suitability, presence of wellhead protection areas, natural hazard areas, costs, social feasibility measures, and the water quality and quantity benefit.

Preferred Alternatives

Overall SWM Plan (applicable to all future development and re-development)

- Updating the Township engineering design criteria or a 15 % increase in design rainfall depth and intensity to account for climate change
- SWM Controls to provide post to pre-development peak flow control based on technical analysis, considering impacts to all downstream systems
- SWM Controls to provide MECP Enhanced Level water quality control
- LID practices are required where conditions permit to promote infiltration
- Flood and drought tolerant plant species required as part of all SWM submissions
- Township-wide operation and maintenance program
- Joint public/private programs to improve water quality, reduce erosion and to promote public education and awareness
- Reduce phosphorous loading in settlement areas and actively farmed agricultural areas

Selected for each study area:

- Retrofit opportunities
 - o Existing SWM ponds to be maintained/retrofit
 - o New facilities for uncontrolled areas
- SWM criteria to be applied to future development
 - o Quantity control (peak flow)
 - o Quality control
 - o Erosion control (extended detention)
 - o Infiltration target

Beaverton – generally zoned as Residential and Employment area with a denser Commercial and Residential area at the settlement core.

Requirement	Existing Development	Future Development
• sw quality	-retrofit existing roadside ditches with LID controls	-new developments to incorporate at-source & conveyance LID controls -treatment train approach of consecutive LID controls to achieve required control
• sw quantity	n/a	-post-to-pre peak flow matching using combination of LID controls, dry ponds, wet ponds/wetlands when LID unsuitable, consideration for downstream infrastructure
• water balance/ infiltration	-promote infiltration with LID retrofits	-infiltrate a minimum of 5mm storm event from all new impervious surface area
• phosphorus loading	-provide for reduction with LID retrofits	-provide no net increase in phosphorous loading
• erosion control	n/a	-provide 24 hr extended detention for the 25 mm storm event (for all sites greater than 2 ha)

Cannington – zoned as mainly Residential with Employment areas and Open space with a Commercially zoned area at the settlement core.

Ms. Foris advised that the preferred alternative for Cannington is similar to that of Beaverton and advised that post-to-pre peak flow matching requirements should be reviewed on a case by case basis as controlling flows in Cannington may cause increases in peak flows downstream.

Sunderland – zoned as mostly Residential with some Employment and Commercial areas, there are 2 SWM ponds located in south end of the settlement area.

Ms. Foris advised that the preferred alternative for Sunderland is similar to Beaverton and Cannington advising that the 2 stormwater management ponds are identified to be retrofitted and cleaned out.

Implementation Plan

- CSWM-MP will be adopted and implemented by the Township
- Implementation plan includes:
 - o Initiation of joint public & private awareness programs
 - o Initiation of SWM facility rehabilitation/retrofit program
 - o Initiation of SWM improvement projects - LID retrofits, enhanced grass swales in ROW, Oil Grit Separator Units (OGS)
 - o Annual SWM maintenance works

Recommended Projects

	Site location	Settlement area	Estimated construction cost
1.	Maple Lane subdiv. pond clean out	Sunderland	\$200,000
2.	Fairfield Village pond clean out	Sunderland	\$225,000
3.	OGS Unit installation	Beaverton	\$130,000
4.	Enhanced roadside ditches pilot	Cannington	\$80,000

Ms. Foris recommended the adoption of a standard engineering drawing for an LID urban road section standard which integrates an enhanced grass swale into the right-of-way boulevard area as an infiltration control as required by LSRCA.

Councillors requested clarification between the preferred alternatives and implementation plan and were advised that the study requested that alternatives be evaluated, preferred alternatives be determined, and an implementation plan for the Township be provided.

Councillors enquired as to area aggregates and the process to notify builders of the requirements to which Ms. Kellett advised that the aggregates were not included within the study as they fall outside of the settlement areas, and the SWM criteria requirements are communicated to applicants prior to site plan approval and LSRCA approval.

Councillors enquired as to the success of this program (grass swales etc.) in other municipalities and were advised that they have been successful, it is helpful to coordinate public postings explaining the intent of the project, and the LSRCA offers incentives for landowners.

Resolution Number 2-12

MOVED BY Cria Pettingill that the Comprehensive Stormwater Management Master Plan be reviewed by staff and the BEAC Committee to look at implementation, costs, timing, and to prioritize the implementations.

Councillor Campbell requested a friendly amendment to refer this to budget discussions to which the mover agreed.

Councillors enquired as to the involvement of a consultant to which the CAO advised that the plan is a multi-year initiative and staff would review the requirements.

Resolution Number 2-12

MOVED BY Cria Pettingill that the Comprehensive Stormwater Management Master Plan be reviewed by staff during budget discussions and by the BEAC Committee to look at implementation, costs, timing, and to prioritize the implementations.

MOTION CARRIED

6. Hearing of Delegations

- (1) Heather VonZuben and Sheila DeShane – Interim Control By-law Number 2994-2020 Affecting parents home construction Spring 2021
(see Communication Number 1649 attached)

Ms. Heather VonZuben and Ms. Sheila DeShane advised that their parents are Ruby and David Lancaster who have a contract with Royal Homes to build a modular home in the spring of 2021. They expressed disappointment with the passing of the ICBL noting that their parents began this process 2 years ago, construction has commenced, and 2 installments have been paid to Royal Homes. They requested that their parents construction be grandfathered in and noted that they forwarded a letter, a timeline, and pictures of the house to Council. They advised that the home cannot be placed on site until the basement is poured and all other requirements fulfilled and that Royal Homes is waiting on a building permit which cannot be issued now due to the ICBL.

Resolution Number 3-12

MOVED BY Lynn Campbell that communication number 1649 be referred to staff for a review and possible additional legal advice.

Councillors expressed regret for the inconvenience and advised that staff could determine available options with possible legal advice.

Councillors enquired as to the building permit to which the Chief Building Official advised that the Lancaster documentation should be submitted as soon as possible noting that the Township has not received an application at this time. He advised that staff could then review the issue and determine what options are available.

Councillors advised that the intention of the ICBL is for a thorough study to be completed as quickly as possible so that all projects could move forward.

Councillors enquired as to the timing for Royal Homes to submit the application to which Ms. VonZuben and Ms. DeShane advised that Royal Homes was very close to submitting the permit application just prior to the enactment of the ICBL which occurred on November 23, 2020.

The Chief Building Official advised that he became aware that this project was a modular home on November 27 following which he contacted Royal Homes to advise them of the ICBL. He reiterated that no permit application has been received.

Councillors enquired whether Royal Homes was awaiting further payment prior to submitting a permit application and were advised not.

The Chief Building Official concurred that the Royal Homes application was probably close to submission as staff had provided the company with the Township requirements.

Resolution Number 3-12

MOVED BY Lynn Campbell that communication number 1649 be referred to staff for a review and possible additional legal advice.

MOTION CARRIED

- (2) Ms. Johanne St. Louis, Women's Services Coordinator, The Nourish and Develop Foundation – Interim Control By-law

Ms. Johanne St. Louis advised that the Nourish and Develop Foundation (NDF) has been developing a proposal for a Violence Against Women's Shelter in Brock and the intention is to develop this in Cannington. She advised that the building has been purchased, the application process has begun, and requested that supportive housing which provides services for women and their children fleeing violence be exempt from the ICBL on the basis that these are emergency services needed in the community.

Ms. St. Louis advised that Durham Region Police Services have advised that cases of domestic violence are high, women who have experienced violence often choose to remain in the home given the fact that there are no shelters in North Durham, and that they are not permitted to transfer people to a Lindsay location (different jurisdiction) but must transfer them to a warming shelter in Scarborough.

Ms. St. Louis advised that other women's shelters are an hour away, and those shelters have stated that women from the north do not access their shelters. She advised that the NDF proposes a 12 bed emergency shelter, short-term housing of 1 to 3 months, wrap around services (counselling, housing worker, life skills, childrens services), open to Brock, Scugog, and Uxbridge and requested that Council consider the exemption.

Councillors enquired as to the timeline to open the shelter and were advised that an architect has completed the initial design, zoning allows for a crisis care centre, a minor variance is being submitted this week, and building will commence next summer with the opening anticipated for January 2022.

Ms. St. Louis advised that initial proposal was for a location in Sunderland, however, multiple studies were required which could have delayed the project further. She advised that an increase of domestic violence cases is anticipated given the current stress of the pandemic.

Councillors enquired whether staff options would be available for the Council meeting scheduled for December 14, 2020 and were advised in the affirmative.

Resolution Number 4-12

MOVED BY Cria Pettingill that staff provide Council with responding options in a future in camera meeting.

MOTION CARRIEDResolution Number 5-12

MOVED by Lynn Campbell that Committee break for a recess at 10:53 a.m.

MOTION CARRIED

Deputy Mayor Smith reconvened the meeting at 11:00 a.m. with the same members of Committee and staff in attendance.

7. Sub-Committees

Councillor Schummer assumed the Chair for the Finance Committee.

Finance Committee

(a) Consent Agenda

Resolution Number 6-12

MOVED BY W.E. Ted Smith that items listed under Section 7, Finance Consent Agenda, be approved, save and except communication number 1651.

MOTION CARRIED

1552 The Regional Municipality of Durham – Recommendations re: Impact of the BET Reductions on Municipalities with PIL Properties

Resolution Number 7-12

That communication number 1552 be received for information and filed.

1650 The Regional Municipality of Durham – Recommendations re: Impact of the BET Reductions on Municipalities with PIL Properties

Resolution Number 8-12

That communication number 1650 be received for information and that the Region's resolution on the Impact of the BET Reductions on municipalities with PIL Properties be endorsed.

(b) Items Extracted from Consent Agenda

1651 Laura Barta – Report: 2020-FI-16, Accounts Receivable Annual Update – Accounts Written Off

Councillors requested clarification with respect to the write-offs and were provided the details.

Councillors requested clarification of septic inspections being moved to the tax roll and were advised that they are not being written-off, and this transaction balances the payments for septic inspections received on the tax roll.

Councillors enquired as to the 4 credits issued to write-off accounts deemed uncollectable at point 6 and were advised some were due to covid and others due to fire call charges that could not be collected.

Resolution Number 9-12

MOVED BY W.E. Ted Smith that Report: 2020-FI-16 be received for information and filed.

MOTION CARRIED

(c) Other Business

None

Councillor Pettingill assumed the Chair for the Public Works, Facilities & Parks Committee.

Public Works, Facilities & Parks Committee

(a) Consent Agenda

None

(b) Items Extracted from Consent Agenda

None

(c) Other Business**1) COVID-19 Resilience Infrastructure Fund**

The Director of Public Works advised that the Township has been approved to apply for up to \$100,000 in Resilience Infrastructure funding and provided a brief description of the projects being considered by staff. He advised that staff would determine the submission based on which project best maximizes the funding.

2) Public Programs Update

The Director of Public Works advised that recreational ice programs (Mom's n Tots, public skating) have been scheduled in accordance with current staffing levels and the schedule was provided to the Beaverton and Sunderland arenas. He advised that Council were provided this information electronically.

Deputy Mayor Smith advised that he recommends the pre-register notification line be placed at the top of the screen so that people are aware they must pre-register.

3) Rick MacLeish Memorial Community Centre

Councillor Schummer expressed concern for the temporary closing of the Rick MacLeish Memorial Community Centre, Cannington, noting that Council had adopted a motion in September which directed staff to keep the 3 arenas open for public use regardless of the number of user groups participating or the costs incurred. He advised that the public requires a recreational diversion and Council was not provided the opportunity to speak to the decision for this temporary closing.

The CAO provided an explanation of the restrictions for the RED control category noting that arenas must limit on ice participants to 10. He advised that staff worked with each user group to determine who would be able to operate within the new restrictions and a number of groups voluntarily cancelled their bookings. He advised that Cannington arena was left with 6-7 hours of bookings which staff determined was not operationally realistic. He advised that staff reallocated those bookings to the other 2 arenas with the consent of the user groups and the full time arena staff would concentrate on cleaning protocols and other required maintenance activities throughout the Township.

Councillors advised that they would prefer to provide greater flexibility with respect to the ice programs during this red category of covid.

Deputy Mayor Smith and Councillor Campbell advised that they support the ECG's recommendation to temporarily close the Cannington arena.

Councillor Jubb joined the meeting at 11:50 a.m.

The CAO advised that staff were attempting to follow Provincial direction to avoid risk where possible and noted that the ECG recommendations were communicated to Council.

Resolution Number 10-12

MOVED BY Walter Schummer that staff be directed to follow the direction in Resolution Number 5-18 of Council on September 11, 2020.

Resolution Number 5-18

MOVED by Claire Doble and SECONDED by Michael Jubb That Report: 2020-CO-48, Stage Three Re-Opening of the Township of Brock Arenas be received for information; and,

That all three arenas in the Township of Brock be opened with reduced operating hours with the existing staff complement; and,

That the Township of Brock run public skating, Moms & Tots, Shinny, and Stick 'n Puck; and,

That only two arenas be open per day and usage be alternated between the three arenas; and,

Further, that the \$8,000 allocated for the Beaverton arena showers be used for improvements needed at the Beaverton arena to meet COVID-19 re-opening requirements.

MOTION CARRIED

Councillors expressed concern for the consequences of not following Provincial direction and advised that recreational programming is available at 2 municipal arenas.

Councillors reiterated that any changes were to come to Council for consideration and provided direction to staff to invite back any user groups who were reallocated from the Cannington arena.

Resolution Number 10-12

MOVED BY Walter Schummer that staff be directed to follow the direction in Resolution Number 5-18 of Council on September 11, 2020.

Councillor Schummer requested a recorded vote.

Recorded Vote

Yeas

Claire Doble
Mike Jubb
Cria Pettingill
Walter Schummer

Nays

Lynn Campbell
W.E. Ted Smith

MOTION CARRIED

4) Sunderland Lions Walking Trail

Councillors enquired as to the snow clearing efforts at the walking trail and were advised that staff would follow up.

Regional Councillor Smith assumed the Chair for the Building, Planning & Economic Development Committee.

Building, Planning & Economic Development Committee

(a) Consent Agenda

Resolution Number 11-12

MOVED BY Lynn Campbell that items listed under Section 7, Building, Planning & Economic Development Consent Agenda, be approved, save and except communication numbers 1543 and 1623.

MOTION CARRIED

1542 Town of Ajax – Resolution: Opposition to Development on PSW's

Resolution Number 12-12

That communication number 1542 be received for information and filed.

1615 The Regional Municipality of Durham – Recommendations re: Durham Environmental Advisory Committee (DEAC) Membership Appointments (2020-P-23)

Resolution Number 13-12

That communication number 1615 be received for information and filed.

1616 The Regional Municipality of Durham – Recommendations re: Envision Durham – Framework for a New Regional Official Plan (2020-P-24).

Resolution Number 14-12

That communication number 1616 be received for information and filed.

1648 Debbie Vandenaeker – Report: 2020-BPE-10, DS&B Farms Non-Abutting Surplus Farm Severance Rezoning

Resolution Number 15-12

That Committee of the Whole approve the application for rezoning (3-2020-RA); and that the attached By-law 2985-2020 be endorsed for approval at the December 14, 2020 session of Council.

(b) Items Extracted from Consent Agenda

1543 Lake Simcoe Region Conservation Authority – Provincial Bill 229, Protect, Support and Recover from COVID-19 Act (Budget Measures), 2020

There was discussion with respect to the need for amendments to Bill 229.

Resolution Number 16-12

MOVED BY Cria Pettingill That communication number 1543 be received for information and that Committee support the Lake Simcoe Region Conservation Authority's draft resolution re: "Provincial Bill 229, Protect, Support and Recover from COVID-19 Act (Budget Measures), 2020" as contained in communication number 1543.

MOTION CARRIED

1623 City of Oshawa – Recommendations re: Federation of Canadian Municipalities' Partner for Climate Protection Program Milestone 3 Submission – Community Plan (Report DS-20-130)

Councillors advised that Brock needs an opportunity to address climate change within the Township.

Resolution Number 17-12

MOVED BY Cria Pettingill that communication number 1623 be received for information and filed, and further, that the communication be sent to BEAC for consideration and for BEAC to look at the potential for membership in the FCM Partner's for Climate Protection Program and the Local Government for Sustainability group (ICLEI).

MOTION CARRIED

(c) Other Business

None

Councillor Jubb assumed the Chair for the Tourism, Heritage & Recreation Committee.

Tourism, Heritage & Recreation Committee

(a) Consent Agenda

None

(b) Items Extracted from Consent Agenda

None

(c) Other Business

Councillor Jubb enquired as to the first meeting of the new Tourism Advisory Committee to which the Clerk advised January 2021.

Councillor Campbell assumed the Chair for the Protection Services Committee.

Protection Services Committee

(a) Consent Agenda

Resolution Number 18-12

MOVED BY Walter Schummer that items listed under Section 7, Protection Services Consent Agenda, be approved, save and except communication numbers 1643 and 1625.

MOTION CARRIED

1548 Ministry of Municipal Affairs and Housing – National Disaster Mitigation Program - Intake 6

Resolution Number 19-12

That communication number 1548 be received for information and filed.

1578 Brock Accessibility Advisory Committee – Minutes – September 22, 2020

Resolution Number 20-12

That Brock Accessibility Advisory Committee minutes dated September 22, 2020 be approved.

1618 Town of Whitby – Resolution: “Red-Control” COVID-19 Restrictions in Durham Region

Resolution Number 21-12

That communication number 1618 be received for information and filed.

1631 The Regional Municipality of Durham – Invest Durham – COVID-19 Task Force, Survey Summary Results

Resolution Number 22-12

That communication number 1631 be received for information and filed.

(b) Items Extracted from Consent Agenda

1625 Nancy Threan Loraine – Letter re: Diversity, Equity and Inclusion in Brock Township

Councillors advised that, although they are opposed to the location of the proposed supportive housing, they do support supportive housing and want to provide for proper due diligence with respect to planning which will subsequently allow for success of the program.

Resolution Number 23-12

MOVED BY Claire Doble That communication number 1625 be received for information and filed.

MOTION CARRIED

1643 Rick Harrison – Report: 2020-PS-07, 2020 Fire Department Responses

Councillors enquired as to the affect of the pandemic on responses and were advised that the calls are down and a final report would be forthcoming which will compare responses to 2019.

Resolution Number 24-12

MOVED BY Walter Schummer That Report: 2020-PS-07, 2020 Fire Department Responses be received for information and filed.

MOTION CARRIED

(c) Other Business

Councillor Schummer enquired as to the report for equipment and the progress on the elevated device and was advised that the report would be forthcoming prior to budget discussions for the 2021 budget.

Councillor Doble assumed the Chair for the Corporate Services Committee.

Corporate Services Committee

Resolution Number 25-12

MOVED BY W.E. Ted Smith that items listed under Section 7, Corporate Services Consent Agenda, be approved.

MOTION CARRIED

(a) Consent Agenda

1532 Not-for-Profit Review Sector Committee – Minutes – October 13, 2020

Resolution Number 26-12

That the Not-for-Profit Review Sector Committee minutes dated October 13, 2020 be approved.

1562 City of Oshawa – Letter re: Modernization of Municipal Election Voting Methods

Resolution Number 27-12

That communication number 1562 be received for information and filed.

(b) Items Extracted from Consent Agenda

None

(c) Other Business

None

8. Other Business

(1) COVID-19 Update

See discussion earlier in the meeting.

9. Public Questions and Clarifications

None

10. Closed Session

None

11. Adjournment

Resolution Number 28-12

MOVED by Cria Pettingill that we do now adjourn at 12:27 p.m.

MOTION CARRIED

CHAIR

SECRETARY

Deputations

Maralee Drake

From: Becky Jamieson
Sent: January 4, 2021 1:55 PM
To: Brock Clerks
Subject: FW: Shoreline part3

Date:	05/01/2021
Refer to:	Not Applicable
Meeting Date:	Jan 11, 2021
Action:	Deputation
Notes:	
Copies to:	

Becky Jamieson

Clerk

The Corporation of the Township of Brock



1 Cameron Street East, P.O. Box 10

Cannington, Ontario, L0E 1E0

Tel: 705-432-2355, Ext. 240 | Toll-Free: 1-866-223-7668 | Fax: 705-432-3487

bjamieson@townshipofbrock.ca | townshipofbrock.ca | choosebrock.ca

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From: Jeff Usling [REDACTED]
Sent: January 4, 2021 1:45 PM
To: Council <council@townshipofbrock.ca>
Cc: Porter, Kate (Schmale, Jamie - MP) <kate.porter.434@parl.gc.ca>
Subject: FW: Shoreline part3

Hello all.

My name is Jeff Usling and I live in Beaverton. I live at [REDACTED] and I am the property owner of land just to the east of the Beaverton harbour spit on the north side. Ted was nice enough to visit me yesterday and view for himself the quickly eroding long spit of land that is in question. It is disappearing at an alarming rate and something needs to be done soon before its gone. I have attached photos and will be sending three more emails with pictures. I also have spoken to Jamie Schmale about this and will also send you his thoughts on this. In the meantime I would like to speak to council about this on the next council virtual meeting. I have requested the forms from Becky and will send them in as soon as I get them.

Thank you in advance for your help on this and please feel to call me at the phone numbers below.

Jeff Usling

Page 20 of 290

Gemini Store Fixtures Ltd.

[REDACTED]

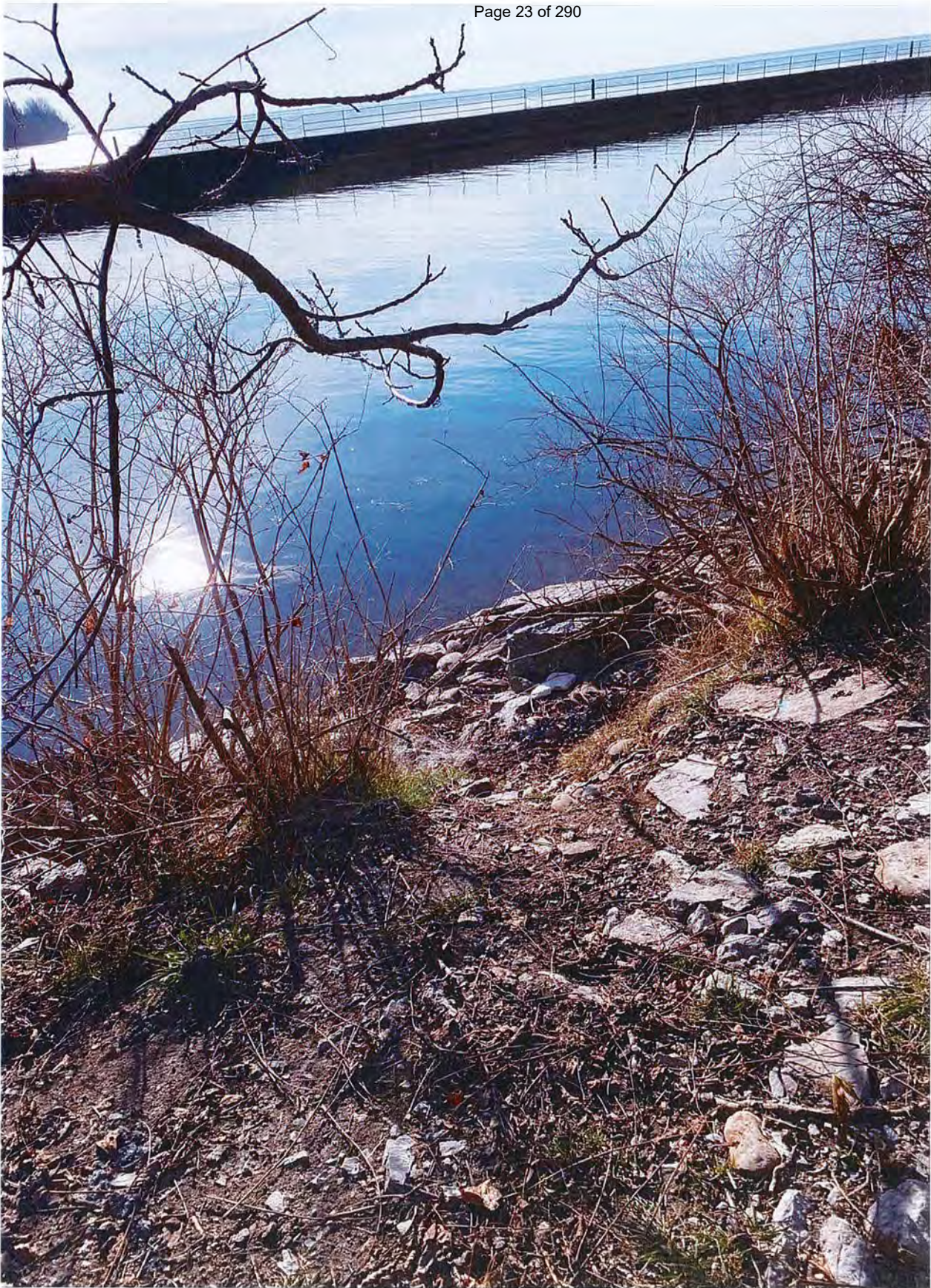
Office: [REDACTED]

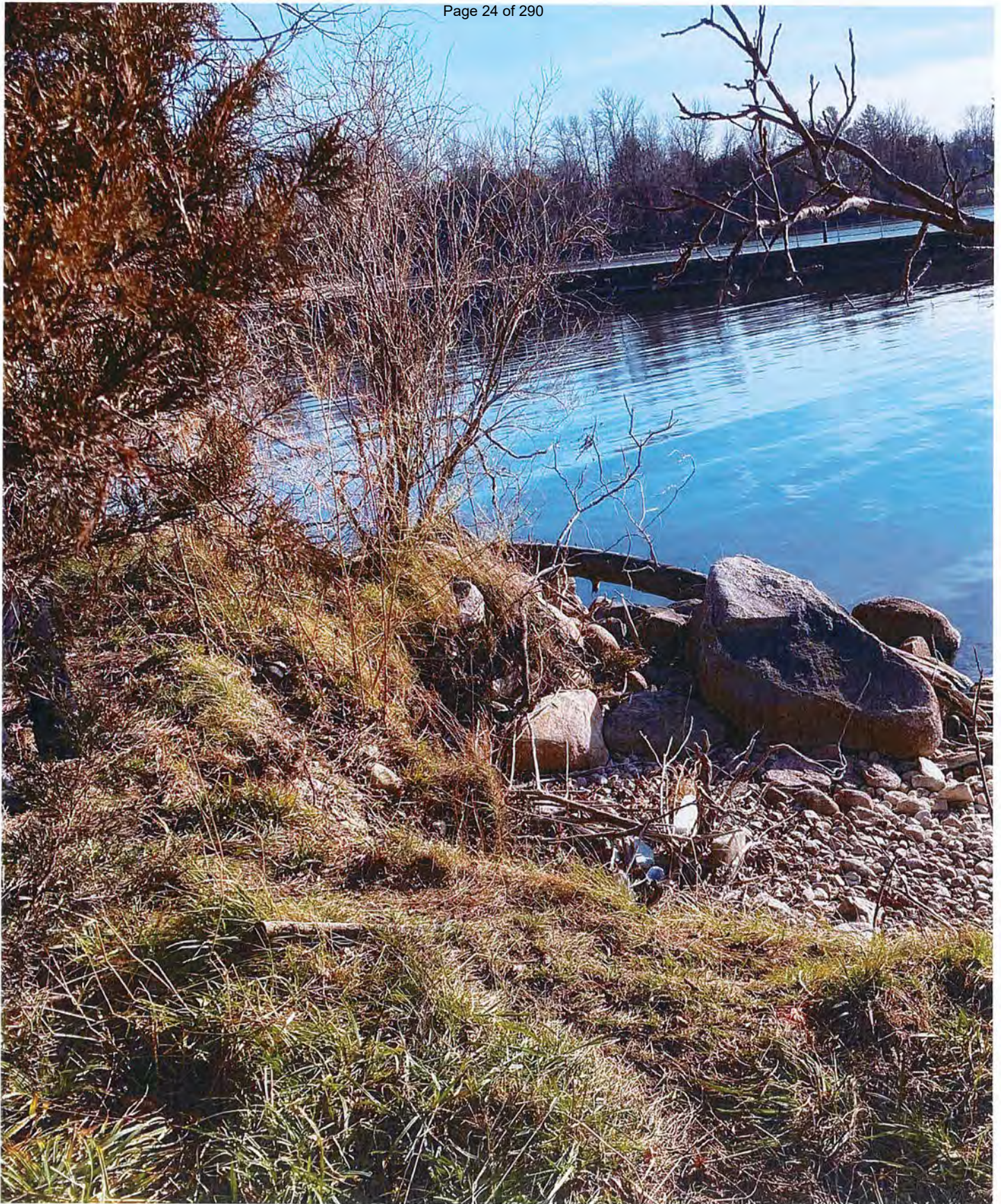
Cell: [REDACTED]









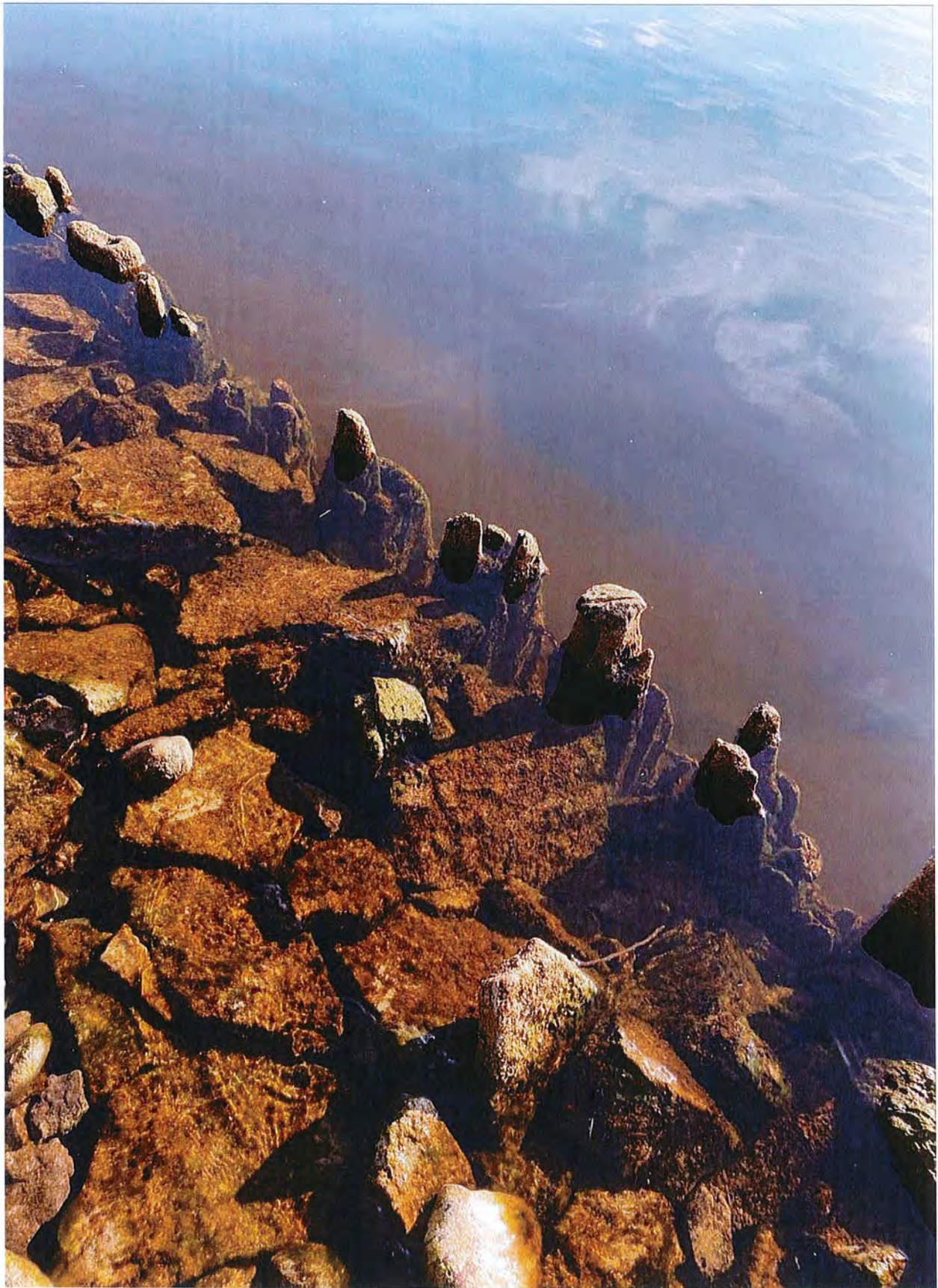


“Whether you think you can, or you think you can’t, you’re right.” –Henry Ford
Michelle Yorke-Fougere
Area Manager
Arbonne International
ID# 115762446



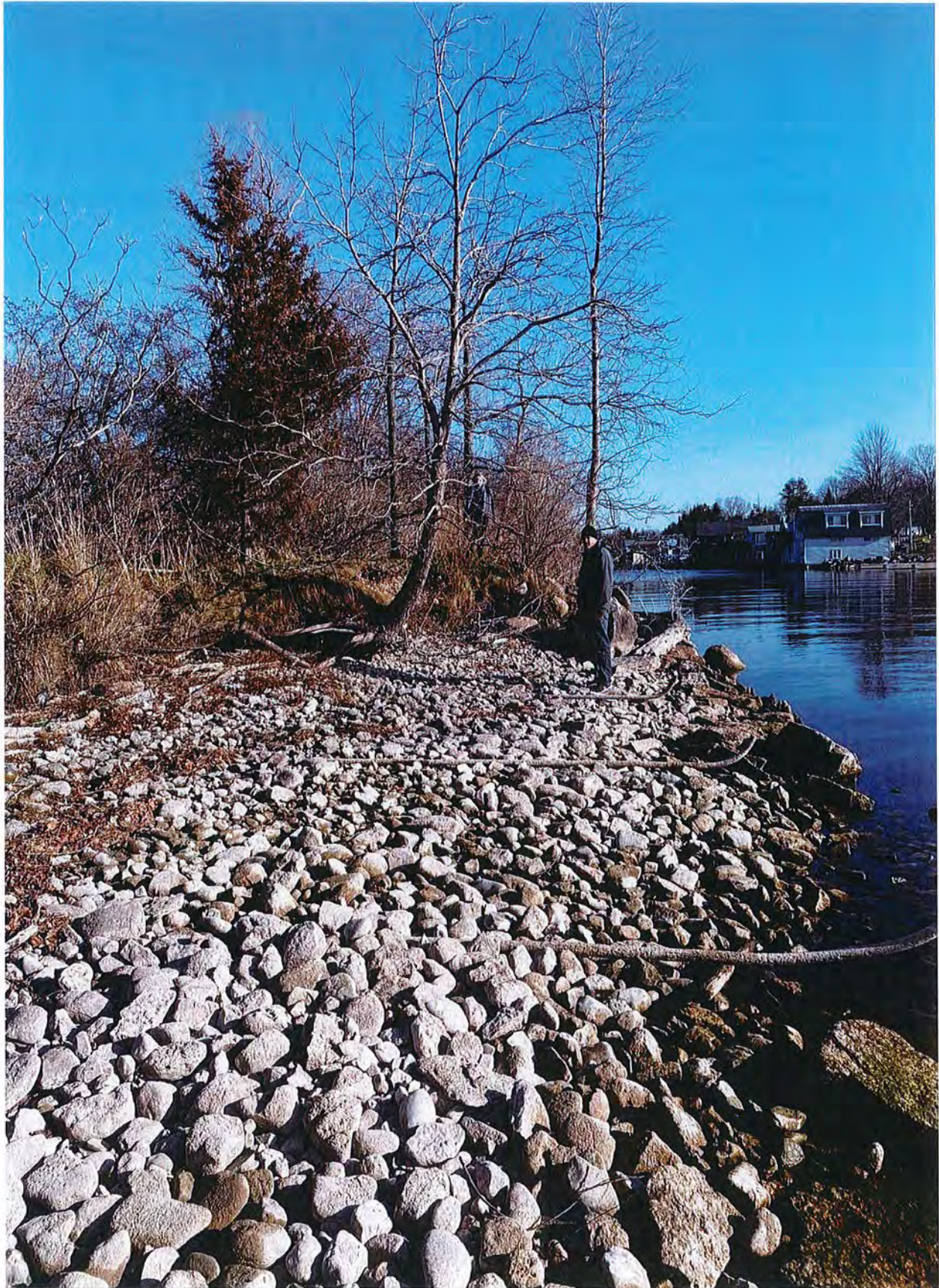


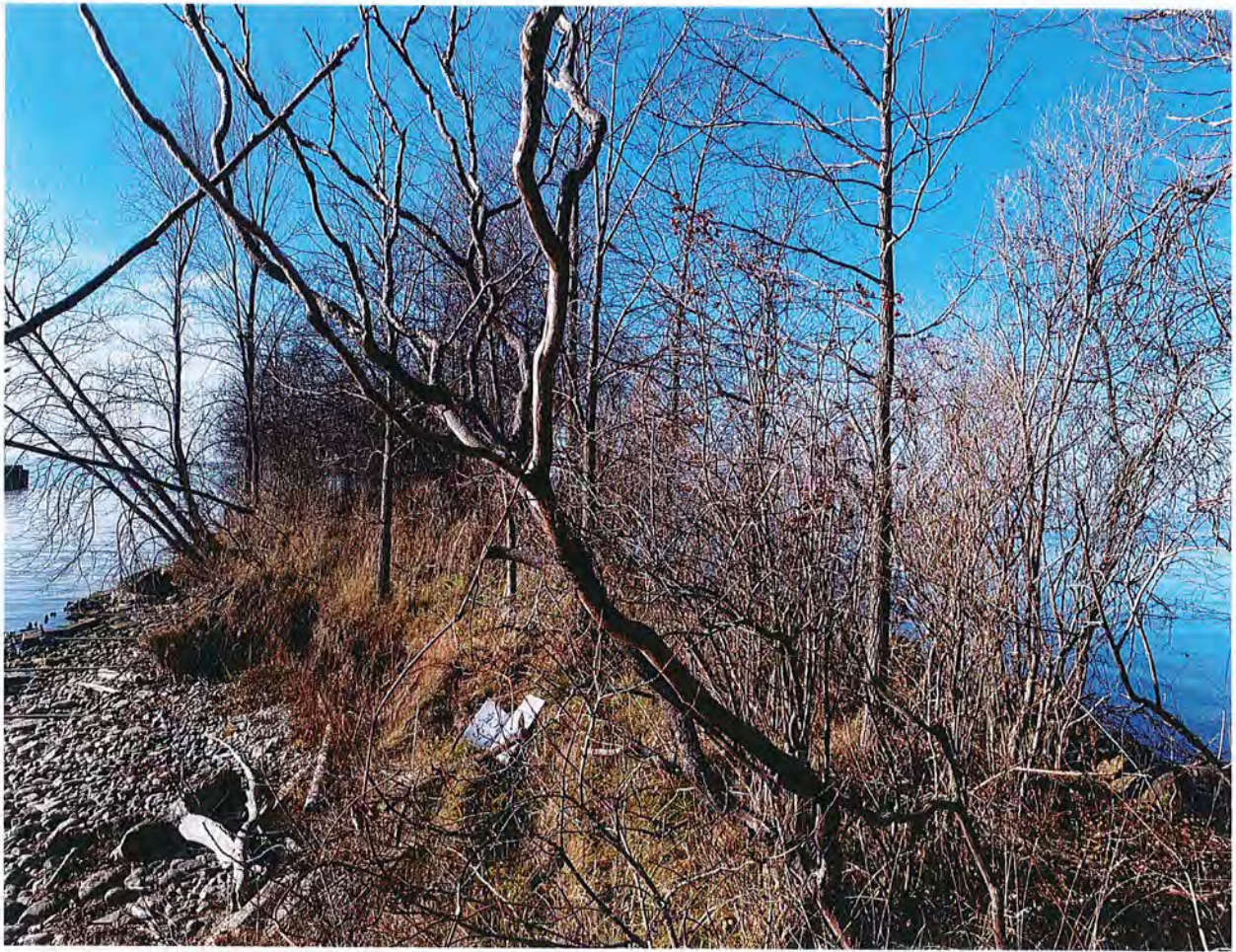
















Finance Committee



The Regional
Municipality
of Durham

Corporate Services
Department
Legislative Services

605 Rossland Rd. E.
Level 1
PO Box 623
Whitby, ON L1N 6A3
Canada

905-668-7711
1-800-372-1102
Fax: 905-668-9963

durham.ca

Don Beaton, BCom, M.P.A.
Commissioner of Corporate
Services

THIS LETTER HAS BEEN FORWARDED
TO THE EIGHT AREA CLERKS

December 18, 2020

Becky Jamieson
Clerk
Township of Brock
1 Cameron Street East
Cannington, ON L0E 1E0

Date:	21/12/2020
Refer to:	Not Applicable
Meeting Date:	January 11, 2021
Action:	null
Notes:	COW - FI - Consent
Copies to:	Laura

Dear Ms. Jamieson:

RE: 2021 Interim Regional Property Tax Levy, Our File: F33

Council of the Region of Durham, at its meeting held on December 16, 2020, adopted the following recommendations of the Finance and Administration Committee:

- “A) That a 2021 interim Regional property tax levy be imposed on the lower-tier municipalities for all property tax classes;
- B) That the amount due from each lower-tier municipality is estimated to be equivalent to 50% of their respective share of the Regional property taxes collected in 2020;
- C) That the 2021 interim Regional property tax levy be paid by the lower-tier municipalities seven days subsequent to the instalment due dates established by each lower-tier municipality for the collection of their respective interim municipal property taxes;
- D) That the Regional Clerk be requested to advise the lower-tier municipalities of the imposition of the 2021 interim Regional property tax levy for all property tax classes; and
- E) That approval be granted for the requisite by-law.”

Please find enclosed a copy of Report #2020-F-23 and By-law No. 56-2020 for your information.

Ralph Walton

Ralph Walton,
Regional Clerk/Director of Legislative Services

RW/ks

Attachment

c: N. Taylor, Commissioner of Finance

If you require this information in an accessible format, please contact 1-800-372-1102 extension 2097.

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2304



The Regional Municipality of Durham Report

To: Finance and Administration Committee
From: Commissioner of Finance
Report: #2020-F-23
Date: December 8, 2020

Subject:

2021 Interim Regional Property Tax Levy

Recommendation:

That the Finance and Administration Committee recommends to Regional Council:

- A) That a 2021 interim Regional property tax levy be imposed on the lower-tier municipalities for all property tax classes;
 - B) That the amount due from each lower-tier municipality is estimated to be equivalent to 50% of their respective share of the Regional property taxes collected in 2020;
 - C) That the 2021 interim Regional property tax levy be paid by the lower-tier municipalities seven days subsequent to the instalment due dates established by each lower-tier municipality for the collection of their respective interim municipal property taxes;
 - D) That the Regional Clerk be requested to advise the lower-tier municipalities of the imposition of the 2021 interim Regional property tax levy for all property tax classes; and,
 - E) That approval be granted for the requisite by-law.
-

Report:

1. Purpose

- 1.1 The purpose of this report is to seek authorization for the 2021 interim property tax levy in advance of the approval of the 2021 Business Plans and Budgets.

2. Background

- 2.1 Section 316 (1) of the Municipal Act, 2001 provides that an upper-tier municipality may requisition, prior to the adoption of the final budget, from each lower-tier municipality, an amount not exceeding 50% of the prior year's final requisition adjusted for deferrals, cancellations or other relief.

- 2.2 A by-law adopted by an upper-tier municipality may require that sums requisitioned as an interim levy are to be remitted to the upper-tier municipality on specific dates.

3. Payments by the Lower-Tier Municipalities

- 3.1 Attachment #1 provides an estimate of the 2021 interim Regional property tax levy by each lower-tier municipality payable to the Region, based on 50% of the Regional property taxes requisitioned in 2020.
- 3.2 In order that the lower-tier municipalities do not experience cash shortages, it is recommended that the interim amounts owing to the Region for 2021 be due seven days subsequent to the due dates for payment of property taxes by individual property owners as established by each lower-tier municipality.

4. Relationship to Strategic Plan

- 4.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:
- a. Goal 5.1 Service Excellence – to provide exceptional value to Durham taxpayers through responsive, effective and financially sustainable service delivery.

5. Conclusion

- 5.1 The 2021 interim Regional property tax levy is consistent with 2020 and is in line with the best practices of other Regional jurisdictions.

6. Attachments

- 6.1 Attachment #1: Estimate of 2021 Regional Interim Property Tax Levies

Respectfully submitted,

Original Signed By

Nancy Taylor, BBA, CPA, CA
Commissioner of Finance

Recommended for Presentation to Committee

Original Signed By

Elaine C. Baxter-Trahair
Chief Administrative Officer

The Regional Municipality of Durham
Estimate of 2021 Regional Interim Property Tax Levies
 (\$,000's)

	Oshawa	Pickering	Ajax	Clarington	Whitby	Brock	Scugog	Uxbridge	Total
First (1st) Installment	36,945	30,081	31,336	22,649	37,043	2,833	6,298	7,401	174,586
Second (2nd) Installment	36,945	30,081	31,336	22,649	37,043	2,833	6,298	7,401	174,586
Total of Installments	73,890	60,162	62,672	45,298	74,086	5,666	12,596	14,802	349,172

Note:

(1) Includes General, Transit and Solid Waste Management Purposes

By-law Number 56-2020
of The Regional Municipality of Durham

Being a by-law to requisition, on an interim basis, from the lower-tier municipalities before the adoption of the 2021 Regional estimates, a sum equal to fifty percent of the taxes requisitioned for Regional purposes made by the Regional Council against the lower-tier municipalities for all property classes in the year 2020.

Whereas subsection 316(1) of the Municipal Act, 2001, S.O. c 25, as amended (the “Act”) provides that Regional Council, before the adoption of the estimates for a year, may by by-law requisition a sum from each lower-tier municipality not exceeding the prescribed percentage (or fifty percent if no percentage is prescribed) of the amount that, in the Regional rating by-law for the previous year, was estimated to be raised in the particular lower-tier municipality.

And Whereas subsection 316(2) of the Act provides that a by-law passed under subsection 316(1) may require specified portions of the sum to be paid to the treasurer of the upper-tier municipality on or before specified dates.

Now therefore, the Council of The Regional Municipality of Durham hereby enacts as follows:

1. In the year 2021, before the adoption of the estimates for the year 2021, a requisition be and the same is hereby made against each of the lower-tier municipalities of a sum not exceeding fifty percent of the taxes requisitioned for Regional purposes made by the Regional Council against that lower-tier municipality in the year 2020. The estimate of 2021 interim property tax levies is set out on Schedule 1 hereto forming part of this by-law.
2. The amounts of any requisitions made under paragraph 1 of this by-law shall be deducted from the amounts to be paid by the lower-tier municipalities to the Region under the Regional rating by-law for the year 2021.
3. The date for payment of the sums requisitioned under this by-law shall be seven days subsequent to the instalment due dates established by each lower-tier municipality for the collection of their respective interim municipal property taxes.
4. All sums shall be made payable to the Regional Municipality of Durham and shall be paid to the Regional Treasurer.

This By-law Read and Passed on the 16th day of December 2020.

J. Henry, Regional Chair and CEO

R. Walton, Regional Clerk

Schedule 1

The Regional Municipality of Durham
Estimate of 2021 Regional Interim Property Tax Levies
(\$,000's)

	Oshawa	Pickering	Ajax	Clarington	Whitby	Brock	Scugog	Uxbridge	Total
First (1st) Installment	36,945	30,081	31,336	22,649	37,043	2,833	6,298	7,401	174,586
Second (2nd) Installment	36,945	30,081	31,336	22,649	37,043	2,833	6,298	7,401	174,586
Total of Installments	73,890	60,162	62,672	45,298	74,086	5,666	12,596	14,802	349,172

Note:
(1) Includes General, Transit and Solid Waste Management Purposes

Public Works, Facilities & Parks Committee

Town of Whitby
 575 Rossland Road East,
 Whitby, ON L1N 2M8
 905.430.4300
 whitby.ca



Date:	21/12/2020
Refer to:	Not Applicable
Meeting Date:	January 11, 2021
Action:	null
Notes:	COW - PWFP - Consent
Copies to:	

December 17, 2020

Re: Public Works Department Report, PW 29-20
 Comments Submitted to Environmental Registry (ERO) #019-2579 on Proposed
 Blue Box Regulation

Please be advised that at a meeting held on December 14, 2020, the Council of the
 Town of Whitby adopted the following as Resolution # 269-20:

Whereas the Ministry of Environment, Conservation, and Parks posted the
 proposed draft Blue Box Regulation ERO #019-2579 for comment; and,

Whereas the draft Blue Box Regulation will establish Ontario as a leader in
 moving the Province forward towards a circular economy; and,

Whereas Producer responsibility policies are fundamental to reducing waste and
 increasing the recovery of resources in Ontario; and,

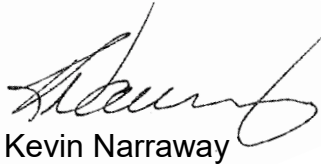
Whereas comment on the draft Blue Box Regulation has been provided by the
 Town of Whitby to Jamelia Alleyne, Senior Policy Analyst, Resource Recovery
 Policy Branch, Ministry of the Environment, Conservation and Parks in a letter
 dated November 30, 2020; and

Whereas comment on the draft Blue Box Regulation has also been provided in a
 joint submission of the Association of Municipalities of Ontario, the City of
 Toronto, the Regional Public Works Commissioners of Ontario and the Municipal
 Waste Association to Jamelia Alleyne, Senior Policy Analyst, Resource Recovery
 Policy Branch, Ministry of the Environment, Conservation and Parks in a letter
 dated November 30, 2020;

Now therefore be it resolved:

1. That Report PW 29-20 be received as information; and,
2. That, further to the referenced letters of November 30, 2020, the Mayor
 and Council of the Town of Whitby wish to express their support in
 principle for extended producer responsibility for a province wide common
 collection system of blue box materials and careful transition planning;
 and,
3. That the Clerk be directed to circulate a copy of this resolution to the
 Region of Durham, Durham Region municipalities, AMO, MPP Lorne Coe,
 and the Minister of the Environment, Conservation and Parks.

Should you require further information, please do not hesitate to contact the Public Works Department at 905.430.4307.



Kevin Narraway
Manager of Legislative Services/Deputy Clerk

Copy: S. Beale, Commissioner of Public Works - beales@whitby.ca

Honourable Jeff Yurek, Minister of Environment, Conservation and Parks -
jeff.yurek@pc.ola.org

Lorne Coe, M.P.P. - lorne.coe@pc.ola.org

Association of Municipalities of Ontario (AMO) - amo@amo.on.ca

Ralph Walton, Regional Clerk, Region of Durham - clerks@durham.ca

N. Cooper, Director of Legislative and Information Services, Town of Ajax -
clerks@ajax.ca

B. Jamieson, Clerk, Township of Brock - bjamieson@townshipofbrock.ca

J. Gallagher, Municipal Clerk, Municipality of Clarington - clerks@clarington.net

M. Medeiros, City Clerk, City of Oshawa - clerks@oshawa.ca

S. Cassel, City Clerk, City of Pickering - clerks@pickering.ca

J. Newman, Municipal Clerk, Township of Scugog - jnewman@scugog.ca

D. Leroux, Clerk, Township of Uxbridge - dleroux@town.uxbridge.on.ca

Building, Planning & Economic Development Committee



The Regional
Municipality
of Durham

Corporate Services
Department
Legislative Services

605 Rossland Rd. E.
Level 1
PO Box 623
Whitby, ON L1N 6A3
Canada

905-668-7711
1-800-372-1102
Fax: 905-668-9963

durham.ca

Don Beaton, BCom, M.P.A.
Commissioner of Corporate
Services

December 9, 2020

The Honourable Jeff Yurek
Minister of the Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto, ON M7A 2J3

AND

The Honourable John Yakabuski
Minister of Natural Resources and Forestry
99 Wellesley Street West
6th Floor, Suite 6630
Toronto, ON M7A 1W3

Dear Ministers Yurek and Yakabuski:

**RE: Bill 229, Protect, Support and Recover from COVID-19 Act
(Budget Measures) – Changes to the Conservation
Authorities Act and Planning Act (2020-P-26), Our File: L00**

Council of the Region of Durham, at its meeting held on November 25, 2020, adopted the following recommendations, as amended:

- “A) That Report #2020-P-26 of the Commissioner of Planning and Economic Development be endorsed and submitted to the Minister of Environment, Conservation and Parks, and the Minister of Natural Resources and Forestry as Durham Region’s response to Schedule 6 – Conservation Authorities Act, including the consequential amendment of the Planning Act, of Bill 229, Protect, Support and Recover from COVID-19 Act. Key recommendations are that the province:
- i) Schedule 6 of Bill 229, Protect, Support and Recover from COVID 19 Act, be removed;
 - ii) Work with the conservation authorities and municipalities to address their concerns related to the proposed amendments to the Conservation Authorities Act and the Planning Act, and then make a subsequent determination whether these changes need to be made;
 - iii) Fund any non-mandatory programs or services that the Ministry of Natural Resources and Forestry puts forward in regulation, for the province’s purposes, so that the funding

Date:	05/01/2021
Refer to:	Not Applicable
Meeting Date:	Jan. 11, 2021
Action:	null
Notes:	COW - BPED
Copies to:	

commitment does not become the responsibility of the CA municipal funding partners;

- iv) Have the CA Act specify that municipally elected officials appointed to the conservation authority Board of Directors must be representatives from the municipal corporations who are responsible for providing the funding to the conservation authority;
 - v) If Bill 229 with Schedule 6 is passed, provide a transition period until December 2022 to enable coordination of CA-municipal budget processes;
 - vi) Recognize the province's long-standing partnership with the conservation authorities and provide conservation authorities with the tools and financial resources they need to effectively implement their watershed management role; and
- B) That a copy of Report #2020-P-26 be forwarded to Durham's MPPs, Conservation Ontario, the Region's five partner conservation authorities and the area municipalities."

Please find enclosed a copy of Report #2020-P-26 for your information.

Cheryl Bandel

Cheryl Bandel, Dipl. M.A.
Deputy Clerk

CB/tf

c: Please see attached list

- c: Peter Bethlenfalvy, MPP (Pickering/Uxbridge)
Rod Phillips, MPP (Ajax)
Lorne Coe, MPP (Whitby)
Jennifer French, MPP (Oshawa)
Lindsey Park, MPP (Durham)
Laurie Scott, MPP (Haliburton/Kawartha Lakes/Brock)
David Piccini, MPP (Northumberland-Peterborough South)
K. Gavine, General Manager, Conservation Ontario
C. Darling, Chief Administrative Officer, Central Lake Ontario
Conservation Authority
L. Laliberte, CAO/Secretary-Treasurer, Ganaraska Region
Conservation Authority
M. Majchrowski, Chief Administrative Officer, Kawartha Conservation
M. Walters, Chief Administrative Officer, Lake Simcoe Region
Conservation Authority
J. MacKenzie, Chief Executive Officer, Toronto & Region
Conservation Authority
A. Harras, Acting Clerk, Town of Ajax
B. Jamieson, Clerk, Township of Brock
J. Gallagher, Clerk, Municipality of Clarington
M. Medeiros, Clerk, City of Oshawa
S. Cassel, Clerk, City of Pickering
J.P. Newman, Clerk, Township of Scugog
D. Leroux, Clerk, Township of Uxbridge
C. Harris, Clerk, Town of Whitby
B. Bridgeman, Commissioner of Planning and Economic Development

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2564



The Regional Municipality of Durham Report

To: Regional Council
From: Commissioner of Planning and Economic Development
Report: #2020-P-26
Date: November 25, 2020

Subject:

Bill 229, Protect, Support and Recover from COVID-19 Act (Budget Measures) –
Changes to the Conservation Authorities Act and Planning Act, File: L14-45

Environmental Registry of Ontario Posting [#019-2646](#), Conservation Authorities Act,
R.S.O. 1990, Bulletin

Environmental Registry of Ontario Posting [#013-5018](#), Modernizing conservation
authority operations - Conservation Authorities Act

Recommendation:

It is recommended to Regional Council:

- A) That Report # 2020-P-26 be endorsed and submitted to the Minister of Environment, Conservation and Parks, and the Minister of Natural Resources and Forestry as Durham Region's response to Schedule 6 – Conservation Authorities Act, including the consequential amendment of the Planning Act, of Bill 229, Protect, Support and Recover from COVID-19 Act. Key recommendations are that the province:
- i) Reconsider the passing of Schedule 6 of Bill 229, Protect, Support and Recover from COVID 19 Act;
 - ii) Work with the conservation authorities and municipalities to address their concerns related to the proposed amendments to the Conservation Authorities Act and the Planning Act, and then make a subsequent determination whether these changes need to be made;

- iii) Fund any non-mandatory programs or services that the Ministry of Natural Resources and Forestry puts forward in regulation, for the province's purposes, so that the funding commitment does not become the responsibility of the CA municipal funding partners;
 - iv) Have the CA Act specify that municipally elected officials appointed to the conservation authority Board of Directors must be representatives from the municipal corporations who are responsible for providing the funding to the conservation authority;
 - v) If Bill 229 with Schedule 6 is passed, provide a transition period until December 2022 to enable coordination of CA-municipal budget processes; and
 - vi) Recognize the province's long-standing partnership with the conservation authorities and provide conservation authorities with the tools and financial resources they need to effectively implement their watershed management role.
- B) That a copy of this report be forwarded to Durham's MPPs, Conservation Ontario, the Region's five partner conservation authorities and the area municipalities.
-

Report:

1. Purpose

1.1 The purposes of this report are to:

- provide background information on the Conservation Authorities Act and associated Planning Act changes introduced on November 5, 2020 through Bill 229, Support and Recover from COVID-19 Act (Budget Measures);
- acknowledge the various Items of Correspondence received regarding this topic from the conservation authorities in Durham; and
- Recommend a Regional position regarding the Conservation Authorities Act and Planning Act changes contained within Bill 229.

2. Previous Reports and Decisions

2.1 The following Regional staff reports related to conservation authority matters have been provided to Council over the last three years:

- Bill 139, Building Better Communities and Conserving Watersheds Act, 2017, and associated supportive documents, Report [#2017-INFO-79](#).

- Proposed amendments to the Conservation Authorities Act and associated regulations, Report [#2019-P-27](#).
- Durham's Response to Bill 108, Ontario's Housing Supply Action Plan, 2019 and related Regulatory Proposal Changes, Report [#2019-A-22](#).

3. Background

- 3.1 The Conservation Authorities Act (CA Act) was passed in 1946 in response to extensive flooding erosion, deforestation and soil loss resulting from poor land, water and forestry management practices. The stated purpose of the CA Act is to provide for the organization and delivery of programs and services that further the conservation, restoration, development and management of natural resources in watersheds in Ontario. The Act outlines the process to establish, fund, dissolve, amalgamate and operate a Conservation Authority (CA). The Act has been updated several times.
- 3.2 The purpose of a conservation authority is to deliver a local resource management program at the watershed scale for both provincial and municipal interests. In addition to this core purpose, conservation authority programs contribute to achieving outcomes of many provincial and municipal (both upper and lower tier) priorities including: protection from flooding hazards, ensuring healthy Great Lakes, sustainable growth, protection and restoration of natural heritage (biodiversity), outdoor recreation, health and tourism, outdoor and other environmental education curriculum, water quality and quantity, as well as, environmental monitoring and reporting. There are 36 CAs in Ontario, the majority of which are in southern Ontario.
- 3.3 There are five CAs within Durham Region. The names of the five CAs together with approximate areas within Durham where the CAs have jurisdiction, the names of the Regional Council representatives who sit on the respective CA Boards (19 in total), and the local councillors who sit on the respective CA Boards (6 in total) are listed below:
- Toronto and Region (TRCA) – Pickering, the majority of Ajax and a portion of Uxbridge, (Councillors Dies, Ashe and Highet);
 - Central Lake Ontario (CLOCA) – Whitby, Oshawa, portions of Ajax and Pickering, and the western portion of Clarington, (Councillors Lee Marimpietri, John Neal, Nicholson, Pickles, Leahy, Mulcahy, Roy, Mayors Barton and Mitchell; Councillor Chapman is the Chair of the CLOCA Board);

- Clarington is represented locally by Councillors R. Hooper (Vice-Chair), J. Jones and C. Traill
 - Ganaraska Region (GRCA) – the eastern portion of Clarington, (Councillor Joe Neal);
 - Clarington is represented locally by Councillor M. Zwart
 - Kawartha Region (KRCA) – the majority of Scugog, portions of Brock and a small portion of Uxbridge, (Councillor Smith);
 - Clarington is represented locally by Councillor R. Hooper
 - Scugog is represented locally by Councillors D. Kiezebrink and A. Ross
 - Lake Simcoe Region (LSRCA) – the majority of Brock and Uxbridge, and the western portion of Scugog, (Mayors Bath-Hadden, Drew and Barton).
- 3.4 Regional staff have a close working relationship with each of the five CAs within Durham. In 1996, the province delegated the Provincial Plan Review function to Durham through a Memorandum of Understanding. To carry out these responsibilities, the Region subsequently entered into a Partnership Memorandum with its five CAs to coordinate the discharge of their responsibilities with respect to natural heritage and hazard land protection. The Partnership Memorandum has been updated and renewed twice since that time.
- 3.5 CAs also play key role in the implementation of source protection planning in partnership with municipalities that supply water to reduce risks to drinking water. These roles were established in the Clean Water Act in 2006. All five CAs in Durham are engaged in their roles as a Source Protection Authority.
- 3.6 In 2007, Regional Council approved an accountability framework related to Regional Funding of Conservation Authorities. Currently the Region provides funding to the five CAs under the following programs:
- Operating Programs – expenses are apportioned to single/upper-tier member municipalities within the watershed based on their respective relative share of assessed values as outlined in legislation.
 - Special Benefitting – funding for projects/initiatives that do not benefit all single/upper tier municipalities within their watershed. Costs are apportioned only to the municipalities in the watershed that benefit from the specific project/initiative.
 - Land Management – while not required through legislation, the Region, beginning in 2018, opted to provide annual funding to each of the five conservation authorities for land management costs.

- Special Funding – Conservation Authorities have the opportunity each year to submit a special funding request for expenses outside of those listed above. These special funding requests are reviewed individually and considered through the Region’s annual business planning and budget process.
 - Fee for Service – The Regional also provides funding to various Conservation Authorities for specific fee for service initiatives.
- 3.7 The Conservation Authorities Act has been the subject of review since 2015.
- 3.8 Through the [Made-in-Ontario Environment Plan](#) released in November 2018, the Province committed to a further review of CAs.
- 3.9 In June 2019, the More Homes, More Choice Act, 2019 (Bill 108) included amendments to the Conservation Authorities Act. Many of the amendments from Bill 108 regarding programs and services and enforcement provisions are yet to be put into effect through regulations. These regulations are expected to clarify the scope of CA mandates including enhanced enforcement powers to address un-proclaimed provisions and ongoing community concerns.
- 3.10 Through Bill 108, the CA Act was expected to be amended by:
- a. Defining the four core mandatory programs and services by regulation, as follows:
 - Programs and services related to the risk of natural hazards.
 - Programs and services related to the conservation and management of lands owned or controlled by the conservation authority.
 - Programs and services related to the conservation authority’s duties, functions and responsibilities as a source protection authority under the Clean Water Act, 2006.
 - Programs and services related to the conservation authority’s duties, functions and responsibilities under an Act prescribed by the regulations.
 - b. Allowing other programs and services outside of the four core areas to be prescribed as mandatory programs and services.
 - c. Requiring, after a specified date, that municipal financing of a non-mandatory program and service can only continue, where the conservation authority has entered into a financing agreement with its participating municipalities.
 - d. Establishing a transition period and process for conservation authorities and municipalities to identify, through an inventory, which of their programs and

services are mandatory and then to enter into agreements for the non-mandatory programs or services that are financed in whole or in part at the municipal level.

- e. Enabling the minister to appoint an investigator to investigate or undertake an audit and report on a conservation authority.
- f. Clarifying that the duty of conservation authority “board” members is to act with a view to furthering the objects of the conservation authority (i.e., the range of activities the conservation authority is allowed to undertake).

Conservation Authorities Act Review

- 3.11 Over the past 18 months, the province undertook further consultation on the core role of CAs in:
- a. preparing and protecting against the impacts of natural hazards;
 - b. maintaining and managing conservation lands; and
 - c. drinking water source protection under the Clean Water Act.
- 3.12 Following provincial multi-stakeholder consultation held in February 2020, the Ministry of Environment, Conservation and Parks issued an online survey to the public (survey closed March 13, 2020), that solicited input on the conservation authority model as it related to transparency, permitting, oversight, Board composition and partnership. The survey also asked for feedback on mandatory programs and services within the areas described above. Regional staff submitted a response to the survey on March 13, 2020 (see Attachment #1). Feedback gathered through the public survey has not been made public to date.
- 3.13 The province moved forward with a proposal to further define the core mandate of CAs through [Bill 229](#), Protect, Support and Recover from COVID-19 Act (Budget Measures) on November 5, 2020, resulting in changes to both the Conservation Authorities Act and Planning Act. At the time of writing this report, Bill 229 was being debated at its Second Reading. The changes are expected to receive third reading in the legislature imminently.
- 3.14 Later this fall, the province intends to further consult on regulatory proposals (mandatory programs and services, section 28 natural hazards, section 29 conservation authority lands, agreements and transition) under the CA Act which will be posted on the Environmental Registry for public consultation.

4. Bill 229, CA Act Changes

4.1 Key proposed amendments to the CA Act under Bill 229 are to:

- a. Revise the range of activities CAs can undertake to reflect the categories of programs and services that the CA is currently authorized to deliver under the CA Act for its jurisdiction namely:
 - Programs and services related to the risk of natural hazards.
 - Programs and services related to the conservation and management of lands owned or controlled by the authority, including any interests in land registered on title.
 - Programs and services related to the authority's duties, functions and responsibilities as a source protection authority under the Clean Water Act, 2006.
 - Programs and services related to the authority's duties, functions and responsibilities under an Act prescribed by the regulation.
- b. Enable the Minister of Natural Resources and Forestry to, by regulation, establish standards and requirements for the delivery of non-mandatory programs and services.
- c. Remove the authority for CAs to expropriate land. CAs could still request either the Province or a municipality to expropriate land.
- d. Require participating municipalities to appoint municipal councillors as CA members and that municipally appointed members generally act on behalf of their municipalities. This proposal is a change from the un-proclaimed Bill 108 provision that stated members were to act with a view to furthering the objects of the CA.
- e. Enable the Minister to appoint a member to the CA from the agricultural sector. This has been a longstanding request from our agricultural community. However, other interest groups and Indigenous groups have not been granted this type of appointment.
- f. Require that CA chairs and vice-chairs rotate every two years between different participating municipalities.
- g. Require CAs to follow generally accepted accounting principles.

- h. Require CAs to make key documents publicly available online (e.g., meeting agendas, meeting minutes, municipal member agreements, annual audits), if this is not current practice.
- i. Require CAs to submit to the Minister, a copy of any agreements related to participating municipalities appointments to its Board of Directors.
- j. Remove the transition provision for CAs to develop administrative by-laws.
- k. Authorize the Minister to issue a binding directive to a CA, and/or, with the approval of the Lieutenant Governor-in-Council, to appoint a temporary administrator to assume control of all of a CA's operations, following an investigation, where it is revealed that a CA has failed to comply with any provincial law. Further, the Minister would be authorized to issue binding directives to the administrator.
- l. Change the jurisdiction of appeals of CA decisions and municipal levies to be heard by the Local Planning Appeal Tribunal (LPAT), as currently in some circumstances, certain appeals are heard by the Mining and Lands Tribunal.
- m. Enable the Minister to delegate some duties and powers under the CA Act, for example, to a ministry official.
- n. Authorize the Minister to issue an order to take over and decide an application for a permit under section 28 of the CA Act in place of the CA (i.e. before the CA has made a decision on the application).
- o. Allow an applicant, within 30 days of a CA issuing a permit, with or without conditions, or denying a permit, to request the Minister to review the CA's decision.
- p. Where the Minister has taken over a permit application or is reviewing a permit decision by a CA, allow an applicant to appeal directly to LPAT where the Minister fails to make a decision within 90 days.
- q. In addition to the provision to seek a Minister's review, provide the applicant with the ability to appeal a permit decision to LPAT within 90 days after the CA has made a decision.

- r. Where a permit is cancelled, allow the permit holder to appeal the cancellation to LPAT within 90 days.
- s. Allow applicants to appeal directly to LPAT where a CA fails to make a decision on section 28 permit applications within 120 days.
- t. Provide permit applicants with the ability to appeal permit fees charged by a CA to LPAT.
- u. Amend the un-proclaimed “warrantless entry” provisions from Bill 108 to change the circumstances when an entry to land may be exercised by a CA so that such circumstances are similar to entry powers now in effect in section 28 of the Act.
- v. Remove the un-proclaimed provisions from Bill 108 for CAs to be able to issue stop work orders and retain the current enforcement tools, such as laying charges and potential court injunctions.
- w. Add a legal provision to the CA Act related to Aboriginal and Treaty Rights under the Constitution to state that nothing in the Act would repeal or detract from the existing Aboriginal and Treaty Rights recognized and affirmed by section 35 of the Constitution.

5. Bill 229, Planning Act Changes

- 5.1 A supportive amendment to the Planning Act is also proposed through Bill 229 that would add CAs to subsection 1 (2) of the Planning Act. This amendment, if passed, would exclude the CAs in the definition of public bodies under the Planning Act. This change would restrict the CA’s ability to appeal certain planning decisions to LPAT, or become a party to an appeal before LPAT.

6. Concerns raised by Durham’s partner conservation authorities related to Bill 229

- 6.1 Durham’s partner CAs have raised several concerns related the proposed changes to the CA Framework. These concerns are detailed in their respective Items of Correspondence included in the November 25, 2020 Regional Council agenda.

6.2 The concerns include, but are not limited to the following:

Overall

- a. Without having regulations to support the legislative amendments to the CA Act and Planning Act, there may be unintended consequences, inefficiencies and ineffective outcomes.

Programs and Services

- b. The programs and services are subject to standards and requirements that may be prescribed by future regulation. Without the benefit of having the regulatory proposal, it is unknown if the regulations could restrict what CAs are able take on for their member municipalities, or to further the purpose of the Act.

Appointments/Board of Directors

- c. Removal of the responsibility for CA Board members to represent the interests of the CA is contrary to the watershed management approach and fiduciary duty principals, which is the foundation of corporate governance.
- d. Term limits of only two years restricts the CA's ability to align these terms with the terms of municipal elected officials and could pose issues where municipalities sit on multiple CA Boards.

Section 28 Permit Changes and Appeal Process

- e. Changes to the CA role in regulating development permitting, and planning application appeal processes, could add costs and ultimately have significant impacts on Ontario's ability to provide flooding and natural hazards management/ protection and drinking water protection.
- f. The permit appeal provisions that would be considered by the Minister of Natural Resources and Forestry and/or the LPAT could create more costs, delays and red tape, resulting in decisions that would not benefit from local watershed data and expertise.

Enforcement Tools

- g. The amendments weaken a CA's ability to enforce regulation and could directly impact a CA's ability to: address permit compliance objectives; and address significant impacts to natural hazards and features.

Planning Act Changes

- h. The amendments limit a CA's ability to be an independent party at the LPAT to protect landholdings, fulfill mandate and ensure watershed science and data are being applied to planning and land use decisions.

7. Regional Comments

- 7.1 CAs are local watershed management agencies that deliver services and programs to protect and manage impacts on water and other natural resources in partnership with the federal and provincial governments, municipalities, landowners and other stakeholders. CAs have an important role in supporting the conservation, restoration, development and management of natural resources, and protecting Ontarians from flood risk and other water-related natural hazards.
- 7.2 Ontario's Flooding Strategy, released by the province in March 2020, outlines key roles for municipalities and conservation authorities in identifying and managing flood risk based on evidence and science, and for directing development away from flood-prone areas. The changes proposed in Bill 229 could undermine the leadership and local decision-making role that the province assigns to municipalities and CAs in its Flooding Strategy.
- 7.3 It is recommended that the province reconsider the passing of Schedule 6 of Bill 229, Protect, Support and Recover from COVID 19 Act. Schedule 6 introduces a number of changes and new sections to the CA Act and Planning Act that would significantly limit the conservation authorities' role in watershed management and the mitigation of flooding impacts on communities (e.g. through their role the development permitting process and engaging in the review and appeal of planning applications). These changes would reduce environmental oversight of development proposals and could lead to increased environmental hazard risk, including flooding.
- 7.4 The province should also be requested to work with the conservation authorities and municipalities over the next few months to address their concerns related to the proposed amendments to the CA Act and the Planning Act, and then make a subsequent determination whether these changes need to be made.
- 7.5 It is recommended that if any non-mandatory programs or services that the Ministry of Natural Resources and Forestry are put forward in regulation for the province's purposes, these programs and services should be funded by the provincial government, so that the funding commitment does not become the responsibility of the CA municipal funding partners.

- 7.6 With regards to municipal representation on CA Boards, it is recommended that the CA Act specify that municipally elected officials appointed to the conservation authority Board of Directors must be representatives from the municipal corporations who are responsible for providing the funding to the conservation authority.
- 7.7 If Bill 229 is passed in its current form, including Schedule 6, it is recommended that a transition period until December 2022 be provided to enable coordination of CA-municipal budget processes.
- 7.8 Lastly, the province should be requested to recognize their long-standing partnership with the conservation authorities and provide them with the tools and financial resources they need to effectively implement their watershed management role.

8. Relationship to Strategic Plan

- 8.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:
- a. Under the goal of Environmental Sustainability, Priority 1.3: to protect, preserve and restore the natural environment, including greenspaces, waterways, parks, trails, and farmlands;
 - b. Under the goal of Environmental Sustainability, Priority 1.4: demonstrate leadership in sustainability and addressing climate change
- 8.2 This report also aligns with/addresses the Durham Community Climate Adaptation Plan, which focuses on building resilience to climate change impacts.

9. Conclusion

- 9.1 The Region of Peel is considering a similar resolution to express their concerns with the proposed changes to the CA Act and Planning Act at their November Council meeting.
- 9.2 This report has been prepared in consultation with the CAO's Office – Strategic Initiatives, Works Department, Finance Department, and Corporate Services – Legal Services.

10. Attachments

Attachment #1: CA Act Survey, Regional staff response, March 13, 2020

Respectfully submitted,

Original signed by

Brian Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

Region of Durham – Comments

A) Mandatory and Non-Mandatory Programs and Services

1. Which Conservation Authority programs and services should be mandatory for each of the following categories and why? (Please provide answer for any of the categories that are relevant to you).

It is important that the service level and scope be **clearly defined** for any service/program that is determined to be mandatory.

The conservation authorities' role, responsibilities and mandate to provide greater consistency of the core function and operations across Ontario should be clearly defined. This includes identifying which areas should be financed by the Province vs. municipalities and which should be funded by municipal levy versus fee for service.

Given the expanding role of Conservation Authorities to protect Ontario's water resources through other legislation outside of the Conservation Authority Act (i.e. the Clean Water Act, the Lake Simcoe Protection Act and the Great Lakes Protection Act), predictable and sustainable Provincial funding is required. Confirmation of the roles that each of the provincial ministries, conservation authorities, and municipalities play in protecting Ontario's water resources across all pieces of legislation, not just the Conservation Authorities Act, would be beneficial. In addition, clearly defined provincial roles and responsibilities of conservation authorities for various aspects of climate change adaptation at the watershed level is needed. Once these respective roles have been defined, adequate provincial funding commitments to support the respective roles is required.

It is suggested that a fifth mandatory program – watershed management be included.

Given their history, Conservation Authorities are in the best position to manage our watersheds. This is important because natural systems do not follow municipal boundaries. To appropriately manage our natural resources, watersheds must be looked at holistically. Given the challenges that are facing our natural systems, and those challenges associated with climate change – watershed management is critical.

The 2020 Provincial Policy Statement that will come into effect May 1, 2020 recognizes the need to act at a watershed level in order to address a changing climate – refer to policy 2.2.1 c) "Planning authorities shall protect, improve or restore the quality and quantity of water by: c) evaluating and preparing for the impacts of climate change to water resource systems at the watershed level."

In terms of programs that should be mandatory for the following categories, we offer the following:

- Preparing and protecting against the risk of natural hazards – flood forecasting and warning, ice management; Section 28 Review, Plan Review and EA Review for

natural hazards; low water response; water and erosion control infrastructure management; and natural hazard information and management.

- **Maintaining Conservation Lands – Conservation Land Management Plans;** land acquisition and disposal. Should management of conservation authority-owned land be legislated as a core mandatory program to be funded by municipal levy, the service level and scope of the service/program needs to be clearly defined. It is recommended that land ownership by Conservation Authorities be narrowed to those lands that require protection by purchase, where it is not sufficiently protected through policy or other means (easements, setbacks, etc).

2. What programs and services provided by conservation authorities should be non-mandatory?

Non-mandatory programs should be identified by agreement between the municipalities and Conservation Authorities pending the outcome of question A) mandatory programs above.

Conservation Authorities should be able to continue the revenue-generating programs that are currently undertaken that can fund other programs and services, e.g. maple syrup festivals, event venue space, etc.

Program/services associated with the opening of conservation lands to the public for active or passive recreational uses should be considered non-mandatory and subject to individual agreement between the municipal funding partner and the conservation authority.

B) The existing CA Model

1. What is working well in the existing conservation authority model?

The current CA model is community-based and focuses on local watershed management. CAs act as partners with both municipalities and the Province.

Conservation Authorities, with support from municipalities, prepare watershed technical studies provide valuable input to municipal land use plans, future infrastructure design, regulation of development in and near floodplains, support for emergency response, and floodline maps.

2. What could be improved in the existing conservation authority model?

CAs offer different programs or have different terminology for similar programs – e.g. stewardship programs – what is offered by one CA may not be offered by neighboring CA – this can be a challenge for landowners who own land in more than one watershed.

There is a concern regarding CAs requiring compensation for lost ecological functions through the construction of public infrastructure such as municipal roads. Public infrastructure (Regional Road construction projects for example) must first proceed through a Class Environmental Assessment (EA) process. This process balances all

the social, economic, and natural environment needs and determines an optimized solution. The outcome of the Class EA then seems to be dismissed during the implementation of the project, wherein the CA then requests compensation for all impacts on the natural environment. Compensation for all of these impacts can be expensive for Regional tax payers and the development community (which contributes to a lack of affordable housing), and the request for compensation ignores the benefits to the social and economic environmental needs identified through the EA process.

In summary, compensation related to municipal road projects should not be mandatory. Mitigation and some restoration of the natural environment is normally appropriate in these projects, however, should also be voluntary.

3. How can they be more consistent, transparent and efficient?

Question if the Province is looking to make conservation authorities more transparent and accountable to municipalities, the province or the public. This question is aligned with Board membership as accountability and Board membership need to be aligned.

To increase transparency and accountability to municipalities it is recommended that a consistent financial reporting process be developed for use by all Conservation Authorities across the province that would include annual financial reports, budgets, performance management measures and long-term capital planning forecasts. Providing authority to municipalities to approve conservation authority budgets will increase oversight and accountability for the delivery of services. To increase transparency and accountability to the public, the Province may wish to consider requiring the property tax levy for Conservation Authorities to be disclosed separately on property tax bills.

Municipal MOUs should clearly define the roles and responsibilities of CAs.

4. Are current conservation authority permitting and plan review roles and responsibilities appropriate? Why or why not?

The Region of Durham has a strong working relationship with its five CAs. In 1996, the Region entered into a Partnership Agreement with its five CAs to coordinate the discharge of their responsibilities with respect to natural heritage and natural hazard planning. The Partnership Agreement has been updated on an as-need basis since 1996.

CAs provide expertise to the Region for natural heritage and natural hazards through the plan review function. The Region does not have this expertise in-house and having CAs serve this role is not a duplication.

5. What about conservation authority permitting is working well and how could conservation authority permitting be improved?

The purpose of CA permitting is for the protection of the natural environment and public safety.

6. How can oversight of conservation authorities be improved? Should there be oversight of conservation authority operations (e.g. by the province or municipalities?) Why or why not?

n/a

7. What are your thoughts on conservation authority board composition? Should municipalities be allowed to continue to appoint members of the public to conservation authority boards? What should be the length of conservation authority board appointments? (Currently it is 4 years).

The membership on Conservation Authorities boards should be aligned with accountability and funding of the Conservation Authorities. For example, in a two-tier municipal structure where the upper tier municipality is responsible for the funding of Conservation Authorities, municipal membership on the Conservation Authority Board should be limited to members of the upper tier municipality. While the Conservation Authorities Act defines the term of a member of a CA Board to “up to four years”, it is recommended that the term be updated to coincide with the four-year municipal election cycle.

C. Partnerships and Collaboration

1. Please describe key collaborations between conservation authorities and partners that your organization is involved in (e.g. provide funding; share staff or other resources; work together on specific projects; provide volunteers).

Partnership Agreement – the Region of Durham has had a partnership agreement for the plan review function since 1996. This agreement has functioned well.

Watershed Planning – in the early 2000s the Region of Durham engaged the CAs to undertake watershed planning for the watersheds across the Region that originated on the Oak Ridges Moraine.

Partnership with TRCA (separate funding arrangement) for Carruthers Creek Watershed Study. This study began in 2015.

Region of Durham Land Acquisition Funding Policy for Conservation Authorities – under this policy the Region of Durham funds up to a maximum of 40% of the total direct acquisition cost of land by a Conservation Authority for lands that meet established criteria. This program has been in place since 2007.

York-Peel-Durham-Toronto Groundwater Management Program (YPDT) – annual funding of \$175,000. This program has been in place since the early 2000s.

Partnership with TRCA (separate funding arrangements) for Lake Ontario Monitoring/Testing related to the Duffins Creek Water Pollution Control Plant in Pickering

2. How long has this collaboration/partnership been in place?

n/a – refer to above

3. What about your partnerships is working well and what needs improvement?

n/a – refer to above

D. Additional Feedback?

1. Do you have any other feedback that would inform the governments' review of legislation, regulations and policies related to conservation authorities?

Question if the provincial government is considering a change in methodology for the allocation of core-mandatory program/service costs (i.e. shifting away from allocating costs based on percentage of current value assessment (CVA)). While a change is not recommended, should a change be contemplated additional consultation on this item with municipalities is recommended.



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Brian Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

December 8, 2020

The Honourable Steve Clark
Minister of Municipal Affairs and Housing
777 Bay Street, 17th Floor
Toronto, ON M5G 2E5

Dear Minister Clark:

**RE: Major Transit Station Areas – Proposed Policy Directions
(Report #2020-P-27), Our File: D12**

The Planning & Economic Development Committee of the Region of Durham, at its meeting held on December 1, 2020, received the above noted report for information.

Section 6.3 noted that a copy of this report and the MTSA Proposed Policy Directions will be forwarded to Durham's area municipalities, the Ministry of Transportation, Ministry of Economic Development, Job Creation and Trade, Metrolinx, the Ministry of Municipal Affairs and Housing, and the Envision Durham Interested Parties contact list for review and comment.

Comments on the MTSA Proposed Policy Directions are being requested by March 1, 2021 (a 90-day commenting period).

Please find enclosed a copy of Report #2020-P-27 for your information.

Yours truly,

Gary Muller

Gary Muller, MCIP, RPP
Director of Planning

Sent Via email

Date:	05/01/2021
Refer to:	Not Applicable
Meeting Date:	Jan. 11, 2021
Action:	null
Notes:	COW - BPED
Copies to:	



Enclosed

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c: The Honourable Caroline Mulroney, Minister of
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The Honourable Victor Fedeli, Minister of Economic
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If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2564



The Regional Municipality of Durham Report

To: Planning and Economic Development Committee
From: Commissioner of Planning and Economic Development
Report: #2020-P-27
Date: December 1, 2020

Subject:

Major Transit Station Areas – Proposed Policy Directions, File: D12-01

Recommendation:

That the Planning and Economic Development Committee recommends:

That this report be received for information.

Report:

1. Purpose

- 1.1 The purpose of this report is to advise Committee members that the Proposed Policy Directions for Major Transit Station Areas (MTSAs) are being released for public comment. The proposed policy directions are contained within the MTSA Policy Directions Report, (see Attachment #1). These MTSA policy directions are a key component of Envision Durham, the Municipal Comprehensive Review (MCR) of the Regional Official Plan (ROP).
- 1.2 Comments on the Proposed Policy Directions are being requested by March 1, 2021 (a 90-day commenting period).
- 1.3 Staff will provide an overview of the proposed MTSA delineations and policy directions at the December 1st Planning and Economic Development Committee meeting.

- 1.4 MTSAAs are defined in the Provincial Growth Plan as “*The area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.*” There are eight MTSAAs proposed within Durham, four of which will be established along the future GO East extension to Bowmanville at Thornton’s Corners, Central Oshawa, Courtice, and Bowmanville. The four existing MTSAAs are located around the Pickering, Ajax, Whitby and Oshawa GO train stations.

2. Previous Reports and Decisions

- 2.1 In November 2019, Council directed Regional Planning staff to accelerate the development of MTSA policies, including delineations and density targets as part of the Envision Durham process (See Report [#2019-COW-26](#)).

3. Background

- 3.1 In 2019, Metrolinx announced that it would be proceeding with further planning for the extension of all day GO Train service along Lakeshore East line with a connection to the CP Rail Line, including new stations at Thornton’s Corners, Central Oshawa, Courtice and Central Bowmanville.
- 3.2 In June 2019, draft delineations for MTSAAs were presented by Regional staff within the Urban System – Growth Management Discussion Paper. These draft delineations were based on extensive consultation with area municipal planning staff. When planned and executed properly, MTSAAs will provide significant opportunities to direct intensification and growth in a manner that maximizes the benefits of being within proximity of higher-order transit. This approach to development is generally referred to as “transit-oriented development”.

4. Overview of MTSA Proposed Policy Directions

- 4.1 The MTSA Proposed Policy Directions Report provides an overview of the proposed MTSAAs, summarizes best practices, trends and guidelines, refines certain delineations, and presents a set of draft policies for review and comment.
- 4.2 While policies for commuter stations are provided in the current Regional Official Plan, the profile of MTSAAs as premier locations for mixed use, transit-oriented development have been amplified through provincial investment in rapid transit infrastructure and stronger Provincial policy direction.

4.3 The proposed policies for MTSAs would:

- Establish the vision, goals and objectives for MTSAs;
- Implement provincial policy as appropriate;
- Delineate the geographic extent of MTSAs;
- Update definitions (and associated policies) to reflect provincial plans;
- Identify housing types and built form that support intensification within MTSAs;
- Recognize best practices for Transit-Oriented Development (TOD);
- Enable a variety of transit-oriented land uses;
- Prioritize active transportation;
- Optimize parking;
- Promote an inviting and pedestrian oriented public realm, to enhance connectivity, generate employment and guide residential growth; and
- Provide clear policy guidance to local area municipalities for inclusion within their respective official plan updates.

4.4 The policy principles and recommendations for MTSAs will enable the development of transit supportive communities that meet the future needs of the Region.

5. Relationship to Strategic Plan

5.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:

- a. Under the goal of Community Vitality, 2.1, Revitalize existing neighbourhoods and build complete communities that are walkable, well-connected, and have a mix of attainable housing; and
- b. Under the goal of Economic Prosperity, 3.3, Enhance communication and transportation networks to better connect people and move goods more effectively.

6. Next Steps

6.1 Following a 90-day consultation period, Regional staff will prepare and release a draft Regional Official Plan Amendment. A statutory public open house and public meeting process is anticipated in the Spring of 2021.

- 6.2 Following Council's consideration and adoption of the Regional Official Plan Amendment, it will be submitted to the Ministry of Municipal Affairs and Housing for approval.
- 6.3 A copy of this report and the MTSA Proposed Policy Directions will be forwarded to Durham's area municipalities; the Ministry of Transportation, Ministry of Economic Development, Job Creation and Trade, Metrolinx, the Ministry of Municipal Affairs and Housing, and the Envision Durham Interested Parties contact list for review and comment.

7. Attachments

Attachment #1: Major Transit Station Areas - Proposed Policy Directions

Respectfully submitted,

Original signed by

Brian Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

Major Transit Station Areas

Proposed Policy Directions



December 2020
Durham Region
Planning and Economic
Development Department

Major Transit Station Areas

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Executive Summary

Regional Council has directed staff to accelerate the review and development of policies, for Major Transit Station Areas (MTSAs) through Envision Durham - The Municipal Comprehensive Review (MCR) of the Regional Official Plan (ROP).

This document builds on the Urban System-Growth Management Discussion Paper released in June, 2019 through Envision Durham, by providing an overview of the proposed MTSAs, summarizing best practices, trends and guidelines for MTSA development and by introducing a set of draft policies for review and comment.

Commuter Stations and permissions for higher density mixed-use development within proximity of stations are provided for in the current Regional Official Plan. However, the significance of MTSAs and related intensification and densities around transit stations has increased in recent years, not only due to improved service along the GO East Rail line in Durham but also through enhanced Provincial policy direction on MTSAs.

MTSAs represent significant opportunities to curb sprawl and direct intensification and growth in a manner that maximizes the benefits of being within proximity to higher-order transit. There are eight MTSAs identified within Durham.

There are four existing MTSAs in Durham, and include:

- Pickering GO Station;
- Ajax GO Station;

- Whitby GO Station; and
- Existing Oshawa GO Station.

Four of the proposed MTSAs are located along the committed GO Transit rail line extension to Bowmanville, and include:

- Thornton's Corners;
- Central Oshawa;
- Courtice; and
- Bowmanville.

Several factors affect planning for the MTSA areas, including, density, proximity to transit and ability to improve access to transit, mixed-use development, provincial direction and changes to policies and Provincial Plans.

The Region has proposed a new set of policies for MTSAs to:

- Establish the vision, goals and objectives for MTSA areas;
- Implement provincial policy as appropriate;
- Delineate the geographic extent of MTSAs;
- Update definitions in the ROP (and associated policies) to reflect provincial plans;
- Identify housing types and built form that support intensification within MTSA areas;
- Accelerate market-driven development of the stations;
- Encourage and promote best practices for Transit-Oriented Development (TOD);
- Enable a variety of transit-oriented land uses;
- Prioritize active transportation;
- Optimize parking;

Major Transit Station Areas

- Promote an inviting and pedestrian oriented public realm, to encourage place-making, enhance connectivity and generate employment and residential growth; and,
- Provide clear policy guidance to local area municipalities for inclusion within their respective official plan updates.

A Best Practices review was undertaken to identify strategies that have been adopted by comparable municipalities. The results from this review helped to inform specific policy recommendations and principles for MTSAs in Durham.

Themes identified from the best practices review include:

Land Use

The importance of developing an appropriate mix of higher density, transit-oriented land uses is a key principle to help foster transit demand and supporting transit-oriented development.

Connections and Accessibility

Attractive transportation connections that are clear, direct and accessible by people of all ages, abilities and modes of travel must be provided.

Urban Design and Built Form

It is vital that attractive and functional environments be developed based on compact built form to help encourage active transportation connectivity across the MTSA.

Healthy Economy

Providing economic development support in these areas will help to increase employment and housing options.

The policy principles and recommendations for MTSAs will enable the development of transit supportive communities that are tailored to the current and future needs of the Region.

1. Introduction

The Region is currently undertaking “Envision Durham” - the Municipal Comprehensive Review of the Durham Regional Official Plan. Over the course of 2019, Regional staff prepared and released a series of theme-based Discussion Papers. Policy proposals will be developed in early 2021 following the receipt of public and stakeholder input.

One of the subject areas being addressed through Envision Durham is Growth Management, which deals with a broad suite of issues and requirements affecting growth that the Region must consider, including identifying and delineating and prescribing policies for Major Transit Station Areas (MTSAs).

The intent of MTSAs is to cluster a mix of high density, compact, pedestrian oriented development in proximity to rapid transit infrastructure. Major transit infrastructure such as the Lakeshore East GO Rail line attracts and supports high density urban development around station locations.

MTSAs are planned to have a mix of uses such as office, residential, institutional/ community uses, retail, services and other amenities. MTSAs leverage capital investment in transit infrastructure and strong ridership potential. To support transit ridership and place making, MTSAs will have good quality pedestrian-oriented streetscapes, public spaces and buildings.

For the most part, MTSAs build upon the Region's planned urban structure, and introduce focal points for high density mixed-use development. MTSAs are intended to:

- support viable transit;
- allow the Region to grow more sustainably;
- expand opportunities for the Region to be more economically competitive;
- help the Region provide a range of housing choice to adapt to Durham's changing demographics; and

- improve the quality of life for Durham's residents and workforce

To proactively implement land use and fiscal planning with infrastructure planning and place-making, Regional Council directed Regional Planning staff to accelerate the review and development of policies, delineations and density targets for all eight MTSAs.

Since the adoption of the current Regional Official Plan (ROP), the significance of MTSAs and related intensification and densities around transit stations has increased, in part due to enhanced direction from Provincial planning policy. Provincial policy directs the identification of priority transit corridors (PTCs) and development of specific density requirements for MTSAs located along a PTC. The identification of PTCs and density requirements for MTSAs located along a PTC only apply to existing GO Transit Stations in Durham Region.

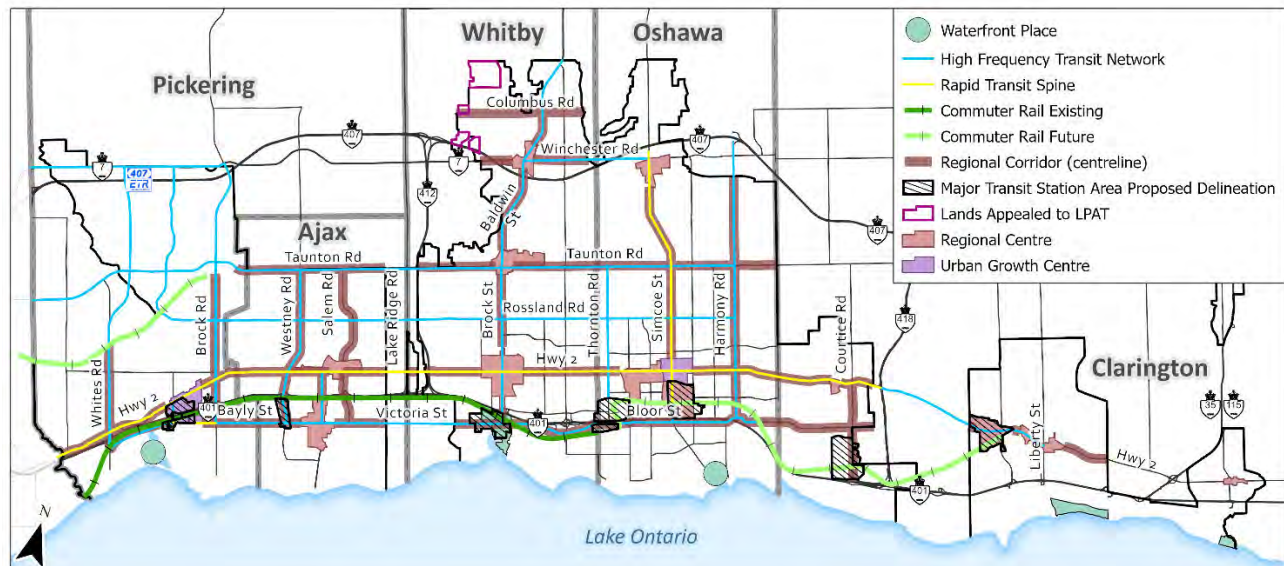


Figure 1 - Context Map of Major Transit Station Area

Major Transit Station Areas

The Lakeshore East GO Rail line to the existing Oshawa Station is the only PTC located within Durham Region.

There are four existing MTSAs along the PTC in Durham. The four existing MTSAs include:

- Pickering GO Station;
- Ajax GO Station;
- Whitby GO Station; and
- Existing Oshawa GO Station.

Four proposed MTSA delineated boundaries, located along the committed GO Transit rail line extension to Bowmanville, as well as the four existing MTSAs represent significant opportunities to direct intensification and growth in a manner that maximizes the benefits of being within proximity to higher-order transit. The four future MTSAs identified include:

- Thornton's Corners;
- Central Oshawa;
- Courtice; and
- Bowmanville.

2. Provincial Planning Policy Context

The following provincial policy documents apply to MTSAs.

2.1 Growth Plan

The Provincial Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides policies for MTSAs which are defined as “the area including and around any existing or planned high order transit station within a

settlement area...MTSAs generally are defined as the area within a 500 to 800 metre radius of a transit station, representing a 10-minute walk”.

Section 3.2.3 (“Moving People”) of the Provincial Growth Plan indicates that:

1. Public transit will be the first priority for transportation infrastructure planning and major transportation investments.
2. All decisions on transit planning and investment will be made according to the following criteria:
 - a. How they align with, and support, the priorities identified in Schedule 5 (Moving People – Transit) of the Plan.
 - b. Prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels.
 - c. Increasing the capacity of existing transit systems to support strategic growth areas (SGA).
 - d. Expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional, and commercial development, wherever possible.
 - e. Facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, MTSAs, and other strategic growth areas.
 - f. Increasing the modal share of transit.

- g. Contributing towards the provincial greenhouse gas emissions reduction targets.

The Growth Plan requires that MTSAs on priority transit corridors (Pickering, Ajax, Whitby, and Existing Oshawa) be planned for a minimum density target of 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. The Growth Plan indicates that within all MTSAs, development will be supported, where appropriate, by:

- a. Planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels.
- b. Fostering collaboration between public and private sectors, such as joint development projects.
- c. Providing alternative development standards, such as reduced parking standards.
- d. Prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.

The Growth Plan also indicates that all MTSAs will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:

- a. Connections to local and regional transit services to support transit service integration.
- b. Infrastructure to support active transportation, including sidewalks,

bicycle lanes, and secure bicycle parking.

- c. Commuter pick-up/drop-off areas.

Subsection 16 (16) of the Planning Act indicates that the official plan of an upper-tier municipality may include policies that identify the area surrounding and including an existing or planned higher order transit station or stop as a protected MTSA and delineate the area's boundaries, and if the official plan includes such policies it must also contain policies that:

- a. identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area; and
- b. require official plans of the relevant lower-tier municipality or municipalities to include policies that,
 - (i) identify the authorized uses of land in the area and of buildings or structures on lands in the area; and
 - (ii) identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.

2.2 Metrolinx Regional Transportation Plan, 2041

In March 2018, the Metrolinx Board adopted the 2041 Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton Area (GTHA). The RTP is a strategy centred on creating an integrated, multimodal regional

Major Transit Station Areas

transportation system that will serve the needs of residents, businesses and institutions. It sets out a broad vision for where and how the region will grow and identifies policies on transportation planning in the GTHA and supports the Provincial Growth Plan. The Goals of the RTP are to achieve strong connections, complete travel experiences, and sustainable and healthy communities.

The RTP contains actions to better integrate transportation planning and land use, especially around transit stations and Mobility Hubs. The RTP recognizes that sufficient land use density at stations is important to ensure significant two-way, all-day ridership on GO Regional Express Rail (RER).

The RTP recognizes that MTSAAs can be attractive locations for new employment, public institutions and regionally significant services, as well as prime opportunities for collaboration by public and private sectors to create transit-oriented developments that enhance transit service.

MTSAs are intended to create important transit network connections, integrate various modes of transportation and accommodate an intensive concentration of places to live, work, shop or play. They are particularly significant because of their combination of existing or planned frequent rapid transit service with an elevated development potential.

3. Regional Policy Context

The Region has a suite of policies and initiatives that support the establishment and development of MTSAAs.

3.1 Durham Region Strategic Plan

On June 24, 2020 Regional Council adopted the Durham Region Strategic Plan 2020-2024 and endorsed five broad strategic goals and twenty-three supporting priorities. Durham Region's Strategic Plan identifies five Strategic Goals to help guide and achieve its vision of a healthy, prosperous community for all. It is important that MTSA policies align with the strategic goals. The information below describes how MTSAAs and TOD policy research aligns with each Strategic Plan goal.

Goal #1: Environmental Sustainability

Objective: To protect the environment for the future by demonstrating leadership in sustainability and addressing climate change. This includes accelerating the transition to a clean energy economy through collaborations that optimize the economic, environmental, health and social benefits for our community.

Applicability of MTSA policies: Promoting sustainable transportation options within new and existing development areas around MTSAAs can help support and encourage more people to use active modes of transportation which helps to reduce pollution, energy consumption and costs. Emerging technologies should also be taken into consideration to support environmental sustainability in these areas.

Goal #2: Community Vitality

Objective: To foster an exceptional quality of life with services that contribute to strong neighbourhoods, vibrant and diverse communities, and influence our safety and well-being. Focuses on building complete communities that are walkable, well-connected and have a mix of attainable housing.

Applicability of MTSA policies: Through the promotion and integration of mixed-use developments within MTSA, new community and cultural amenities, housing, and employment opportunities can be provided for people to live, work and play. Enhancement of existing cultural amenities in MTSA is also supported. MTSA that prioritize active modes of transportation over parking and car trips support the achievement of this goal.

Goal #3: Economic Prosperity

Objective: To build a strong and resilient economy that maximizes opportunities for business and employment growth, innovation and partnership. This includes ensuring an adequate supply of serviced employment land is available in the right place, at the right time, to attract new investment and help existing businesses grow.

Applicability of MTSA policies: Encouraging mixed used development within MTSA can help attract new businesses and people to these areas to generate new employment. New development interest contributes to higher returns on investment.

Goal #4: Social Investment

Objective: To ensure a range of programs, services and supports are available and accessible to those in need, so that no individual is left behind. This includes improving housing choice, affordability and sustainability.

Applicability of MTSA policies: By providing a range of housing choices near transit including a mix of residential housing types and tenures, new development can accommodate a diverse range of ages, incomes, household sizes and stages of life.

Goal #5: Service Excellence

Objective: To provide exceptional value to Durham taxpayers through responsive, effective and fiscally sustainable service delivery. This includes efficient use of resources through coordinated service delivery and partnerships and the continuation of providing critical infrastructure services for current and future generations.

Applicability of MTSA policies: This goal is more indirectly supported than explicitly supported through MTSA and TOD guidelines and policies. Utilizing different tools and programs that can be leveraged to help implement the desired development around MTSA, such as public private partnerships, is one way that this goal is supported through MTSA and TOD.

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3.2 Current Durham Regional Official Plan

The current Durham Regional Official Plan provides high level policies which support the establishment of MTSAs. Policy 11.3.18 indicates that in support of existing and future transit services, development adjacent to Transportation Hubs, Commuter Stations and Transit Spines designated on Schedule 'C' – Map 'C3', Transit Priority Network, shall provide for:

- a) complementary higher density and mixed uses at an appropriate scale and context in accordance with Policy 8A.2.2 for Transportation Hubs and Commuter Stations and Policy 8A.2.9, where transit spines are within Regional Corridors;
- b) buildings oriented towards the street, to reduce walking distances to transit facilities;
- c) facilities which support non-auto modes including: drop off facilities, bus bays, bus loops, bus shelters, walkways, trails and other pedestrian and cycling facilities; and
- d) limited surface parking and the potential redevelopment of existing surface parking.

3.3 Transportation Master Plan

The Durham Transportation Master Plan (TMP) was endorsed by Regional Council in December 2017 and is a strategic planning document that defines the policies and programs needed to manage anticipated transportation demands. The TMP is a multi-modal plan focusing on walking, cycling,

public transit, autos and goods movement. The establishment and implementation of MTSA policies addresses, a number of key Directions in the TMP including:

- Strengthening the bond between land use and transportation;
- Elevating the role of integrated public transit including Rapid Transit;
- Making walking and cycling more practical and attractive;
- Promoting sustainable travel choices;
- Investing strategically in the transportation system.

It also supports key actions recommended in the TMP including:

- Working with area municipalities to adopt Transit Oriented Development (TOD) Guidelines and applying TOD principles in the planning and design of new developments in MTSAs;
- Promoting transit-supportive development in areas served by the Higher-Order Transit network;
- Supporting planning and design for walking and cycling through the development review process and the implementation of design and policy documents;
- Enhancing promotion to improve awareness and use of sustainable travel modes.
- Create a travel demand management (TDM)-supportive development strategy to help ensure that new developments are planned and designed to support transit, active transportation and carpooling.

3.4 Long Term Transit Strategy and Transit Oriented Development Study

In 2012, the Region of Durham endorsed a Long-Term Transit Strategy (LTTS) which looked at rapid transit as a component of sustainable transportation options, to help the Region address anticipated transportation demands and the role of rapid transit to 2031 and beyond. The LTTS indicated that investments in rapid transit can act as a catalyst for future land use development, can attract business and accommodate future employment growth in the Region. It noted that investments in transit can improve the quality of life by reducing automobile dependency and use which can lead to a reduction in harmful emissions and improve air quality.

As part of the LTTS, the Region developed a TOD Strategy to help inform an integrated approach to transit, land use planning and transit supportive urban form. Generally, the TOD Strategy identified the following components for successful TOD areas:

- pedestrian priority areas that surround stations, where people can move from transit vehicles to pedestrian infrastructure, and where the safe and comfortable movement of pedestrians and cyclists warrant special design treatment;
- pedestrian and cycling routes where essential connections to home, work, parks and other key destinations are provided;
- integrating transit-supportive land uses by establishing a critical mass of people and an intensive transit-

supportive mix of land uses including residential, commercial, institutional, civic, employment and community amenities;

- creating urban and inspiring built form, where attractive pedestrian-friendly street-oriented buildings exhibit transit-supportive urban design characteristics;
- managing and carefully designing parking facilities so that they do not undermine efforts to provide higher density, walkable urban places;
- ensuring that transit station design contributes to the place-making, as the transit station will be a strong focal point for the community, must promote positive transit user experience, be easily accessible, particularly by active modes of transportation (e.g. walking and cycling). The station should also be more than mobility infrastructure, but a place where people feel comfortable and safe, and want to be;
- recognizing the distinct character of each place in light of their location, surrounding context and potential future character.

While the Regional Official Plan already includes policies related to higher intensity development in the vicinity of commuter stations, an update to these policies is required to conform to the Growth Plan policies regarding MTSAs and advance the Region's direction for Transit Oriented Development TOD.

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4. The Importance of Transit Oriented Development

In December 2019, the firm of N. Barry Lyon Consulting (NBLC) presented its findings regarding how Higher Order Transit (such as heavy rail [GO Rail]) and Light Rail Transit (LRT) stations tend to generate greater interest for developing surrounding lands than typical surface transit stops, as they represent high capital investments, permanent commitments to service, stronger transit ridership potential, and can serve as focal points for other transit routes and modes of transportation.

NBLC found that TOD provides high density, compact development close to Higher Order Transit stations, and includes an integrated mix of uses such as office, residential, retail, community uses, and other uses that support transit ridership. The benefits of TOD include:

- Building on the significant place-making opportunities surrounding transit stations, where pedestrian-oriented streets, parks, squares and buildings become comfortable and desirable gathering places.
- Enhancing housing choice and affordability through higher density housing types, where seniors, students and lower-income earners can benefit from access to transit as a priority mode of travel.
- Providing focal points for density, where there is a reduced need to drive, and where parking requirements for new developments

can be lessened so they may develop more efficiently.

- Providing opportunities for strong connections to local transit service and supporting their evolution into major transit hubs.
- Providing opportunities for developing focal points for bicycle and active transportation, with facilities and amenities that support these non-automobile forms of travel.
- Optimizing the value of transit and infrastructure investment around transit nodes.

Several attributes are required for transit to have a positive impact:

- There must be frequent, reliable and affordable transit service.
- There must be strong market fundamentals, including strong population growth potential and a positive economic context, including a favourable debt and job environment.
- There must be a positive market context (i.e. the type and quality of community and the associated commercial and public amenities), such as employment opportunities, retail, parks, community centres and schools will affect the marketability of an area to different market segments.
- There must be positive development economics, such that the costs of development are in line with market pricing.
- There must be a supportive planning framework, such that official plan policies and supportive zoning requirements remove unnecessary

obstacles and provide greater certainty regarding acceptable built form and densities.

- Adequate infrastructure and development fees (parkland, development charges, etc.) that must not be prohibitive.
- There must be available vacant or underutilized development sites.

Transit can improve market demand and positively impact residential, office, and retail/service uses through:

- Increasing the value of existing land uses.
- Stimulating land use changes and capturing associated market demand.
- Creating market demand to support land uses that may otherwise not occur (i.e. office uses).

5. Best Practices Review

In support of the principles and policy recommendations that shape growth and development around Durham's proposed MTSA's, a Best Practices review was undertaken. Five municipalities were examined:

1. **York Region** – Transit Oriented Development Guidelines
2. **City of Hamilton** – Transit Oriented Development Guidelines
3. **Region of Waterloo** – Regional Official Plan
4. **City of Coquitlam** – Transit-Oriented Development Strategy
5. **City of Winnipeg** – Transit Oriented Development Handbook

Three key themes emerged from the review. These include:

- Density Typologies;
- Tools and Programs; and
- Incentives and Regulations.

Appendix A includes a detailed summary of the Best Practices Review.

6. Delineation Approach

In June 2019, proposed delineations of MTSA's were presented within the Urban Systems Discussion Paper for Envision Durham, based on extensive consultation with area municipal planning staff. The following approach was taken:

- A 500- and 800-metre radius from the centre of the rail platform was applied, to identify a generalized walking distance of approximately 10 minutes.
- An actual walking distance was mapped, based on applying existing and planned pedestrian infrastructure to identify a true walking distance.
- Other planning boundaries (such as other SGAs and Secondary Plans) were identified. Wherever possible, MTSA boundaries were aligned with boundaries within area municipal planning documents (including Official Plans and Secondary Plans).
- Non-developable areas were avoided, where appropriate (such as natural areas, highways, utilities, rail corridors, etc.) to form the outer boundaries of the MTSA.

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- Existing and/or planned pedestrian connections across non-developable areas were identified. If a connection does not exist or is not planned, the area beyond the non-developable area was not included.
- Areas unsuitable and unplanned for significant intensification, such as stable neighbourhoods intended to remain as low density, were identified. Areas not intended to be redeveloped were excluded.
- Employment Areas were identified, and a determination was made as to (re)development potential.
 - If development potential exists, it was included in the MTSA.
 - If development potential does not exist, a determination of impact on the density target would inform whether an alternative target should be requested from the Province.
- Boundaries were adjusted, and in some cases extended beyond the 800-metre walkshed to include underutilized or vacant lands viewed as ideal for redevelopment and/or intensification.
- Logical planning boundaries were used (such as property lines, centrelines of roads, natural features, etc.) to delineate the MTSA boundary.

A subsequent delineation exercise was completed taking into account input received through the Urban Systems Discussion Paper, additional information and research undertaken by the projects' consultants,

discussions with area municipal staff and public and agency input.

In addition, due to the February 2020 Metrolinx announcement that "Option 2" was preferred (utilizing the existing CP Rail [CPR] spur over Highway 401) and that it would proceed to the Preliminary Design Business Case process, the station location and the associated MTSA delineation area for Thornton's Corners has been shifted eastward.

The proposed delineations and underlying land use assumptions for each proposed MTSA is included in Appendix B.

7. What we have Heard

Comments have been received from area municipal staff, local agencies, as well as members of the public pertaining to MTSA delineations and potential policies. Stakeholders are generally supportive of the proposed delineations and overall densities.

Specific requests were received for additions to the MTSA boundaries, some of which have been accommodated, as well as considerations for phasing of development within MTSA's.

Input was also received on how certain stakeholders believe MTSA conversions should be treated.

A summary of the stakeholder input is provided in Appendix C.

The input received from various stakeholders has informed and shaped the refinements to

the MTSA delineations first proposed in June 2019 through the Urban Systems Discussion Paper, and the proposed policies directions detailed below.

8. Proposed Policy Directions

The following policy directions are proposed for discussion to serve as a guide for the planning and development of MTSA in Durham Region.

8.1 Purpose

The purpose of a future Regional Official Plan Amendment for MTSA will be to establish the land use and policy framework to guide the development of identified lands within MTSA along the Lakeshore East GO Rail line, and the approved easterly extension within the Region of Durham. The amendment would:

- delineate MTSA;
- establish general land use, infrastructure and implementation policies;
- guide their development as Transit Oriented Communities (TOC).

The foundations of the Amendment include the Growth Plan, the Durham Transportation Master Plan Update 2017, the Durham Region Strategic Plan 2020-2024, area municipal official plans and studies, a review of best practices as well as public, agency, landowner and stakeholder submissions through Envision Durham. The amendment will establish a vision for MTSA based on the principles of TOD.

8.2 Vision

MTSA represent unparalleled opportunities to create TOCs anchored by a Rapid Transit Stations, each with its own identity, containing a wide range of housing opportunities, including affordable housing, office uses, street-oriented commercial uses, institutional uses, a wide range of recreational uses and public amenities so as to establish new destinations and introduce a sense of place. MTSA will be areas to support and foster innovation and entrepreneurship.

MTSA will be integrated mixed-use development offering convenient, direct, sheltered pedestrian access from high-density development sites to Station amenities and access points.

Development within MTSA will require new road improvements, pedestrian and cycling connections to Rapid Transit Stations, and other improvements to the surrounding Regional and/or local road infrastructure to support their development as TOCs.

Access from MTSA to their respective GO Stations will be planned and developed to prioritize pedestrians and cyclists. MTSA will accommodate a variety of transportation modes, developed with active streetscapes and built form that places priority on pedestrian comfort and connectivity, well connected cycling facilities and amenities, and the establishment of destinations for people to live, work, shop and play.

Policies are intended to ensure that densities are appropriately transitioned to

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neighbouring lower density areas to ensure compatibility. Generally, the highest densities within MTSAs are intended to be concentrated on the station property and in close proximity to GO Stations to integrate the stations with development. Densities will transition to lower density areas in a manner appropriate to the context of each site.

Policies will ensure that required transportation, servicing and other infrastructure is in place prior to, or coincident with new development within MTSAs.

It is intended that area municipal official plans will provide detailed policies, land use designations and Urban Design Guidelines to guide the desired land use, density, built form and the pedestrian oriented public realm within MTSAs. New development will be substantially based on the provision of structured parking and encouragement of new technologies and approaches to shared parking.

Since each of the MTSAs have unique characteristics, policies account for their unique character, scope and context.

8.3 General Policy Directions

1. MTSAs will be delineated on the applicable Schedules of the Durham Regional Official Plan and area municipal official plans.
2. Each MTSA will be planned to achieve a minimum density of 150 people and jobs per hectare. This will be a minimum density requirement that will be measured within all of the

lands in each MTSA. The Region and the applicable area municipalities will monitor the achievement of required densities over time. However, the existing Oshawa GO Rail/VIA Rail station will require an alternative density target, due to the lack of opportunity for TOD and the built context of this station.

3. In cases where an MTSA and a designated Urban Growth Centre or Regional Centre overlap, the higher density requirements shall apply.
4. The Region will encourage area municipalities to establish minimum job requirements in MTSA's within their respective Official Plans.
5. The Region will encourage the provision of alternative development standards to support TOD, including reduced minimum parking requirements and the establishment maximum parking requirements for both privately-initiated development applications and area municipal zoning by-laws.
6. The Region will require area municipalities to complete secondary plans and/or block plans to included detailed land use designations and policies consistent with the policies of the Durham Regional Official Plan that help to achieve the objectives of Transit Oriented Development.
7. Boundaries to MTSAs may be refined by the area municipality, in consultation with the Region, without the need for an amendment to the Regional Official Plan, except where such boundaries coincide with roads, rail corridors or defined

environmental features. Minor refinements may include the addition of additional parcels adjacent to an M TSA boundary, or to account for refinement of environmental features as a result of detailed study.

8. M TSAs will consist of both higher intensity employment uses and residential uses that support the use of transit and achieve the strategic growth objectives of the Regional Official Plan.
9. Development within M TSAs will be based on the principle of complete communities, informed by innovation, technology and entrepreneurship, where compact mixed-use development is provided, and active modes of transportation are developed, so people can live, work, shop and have access to a wide range of services.
10. The Region, in consultation with the Province and applicable area municipalities, may designate additional M TSAs coincident with planning for future rapid transit facilities or stations.

8.3.1 LAND USE POLICIES

M TSAs will support a broad mix of compatible uses at high densities, so that vibrant, active places are created and emerge as focal points within their respective communities. M TSAs will be planned on the basis of providing active places and streetscapes, allowing a wide range and mix of high-density transit-oriented uses, based on pedestrian oriented built form.

The following land uses will be permitted within M TSAs:

1. Higher density residential uses including mid-rise and high-rise apartments, stacked townhouses, and live-work units;
2. Compatible employment uses, institutional uses, educational facilities and post-secondary institutions;
3. Places of worship within mixed-use buildings rather than in freestanding buildings;
4. Commercial uses including retail, both convenience retail and small-scale retail uses, restaurants, personal and professional service shops, and day care uses;
5. Cultural, art and entertainment uses;
6. Mixed use buildings that integrate community and commercial uses with upper-storey apartment and/or office uses to ensure amenities are provided in close proximity population and employment growth within M TSAs;
7. Home occupations;
8. Public uses including infrastructure, parks, libraries, recreation/community centres, urban squares, trails and conservation uses.

Automobile-oriented uses, including drive-through establishments, service stations, land extensive vehicle-oriented uses, car washes, warehousing, public self-storage facilities, similar uses and lower density and land extensive uses are not permitted.

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8.3.2 URBAN DESIGN AND BUILT FORM

Within MTSAs, the following urban design and built form policies will apply:

1. Areas within, adjacent, and in close proximity to Commuter Stations and Transportation Hubs, will be reserved for the highest development densities that showcase building heights to create focal points within the MTSAs;
2. All development will be designed to be compact in form and pedestrian-oriented;
3. Buildings will frame streets, with frequent pedestrian entrances;
4. Vehicular access to private property will generally be along local roads;
5. Rear lanes will be encouraged in MTSAs to serve development loading, servicing and vehicular parking access rather than along streets, where appropriate;
6. Vehicular parking will be located below grade or located in a manner to minimize the visual impact on streets, parks, open spaces, pedestrian walkways and other land uses. With the exception of bus parking, surface parking will be minimized.
7. Higher density buildings will be designed in manner to be compatible with its local context. Design approaches will be applied to support appropriate transitions to surrounding areas and public spaces;
8. Developments within the MTSAs will conform to the land use designations and the Urban Design requirements specified within area municipal official plans and urban design guidelines.

9. Local road and private access spacing and access to Regional arterial roads will be addressed on a case-by-case basis.
10. Requiring the incorporation of design elements to assist with wayfinding within and defining gateways/entrances into MTSAs.
11. Connections to the station area will be provided to enhance the customer experience, including weather protection and station way-finding.

8.3.3 PUBLIC REALM & OPEN SPACE

Within MTSAs, the Region will:

1. Encourage place-making that provides active gathering spaces and a destination within the MTSAs.
2. Encourage and support an integrated trail system and park system for various levels of use year-round;
3. Encourage area municipal policies to require high quality, compact streetscape design form with suitable pedestrian and cycling amenities that complement the establishment of TOCs, including sidewalks or multi-use paths on both sides of all roads, appropriate landscaping, the provision of cycling lanes where appropriate, pedestrian-scaled lighting, and consideration for pedestrian amenities.
4. Encourage streets and boulevards to be designed to allow for patios, sitting areas, adequate space for pedestrians and streetscape plantings for shade and beautification.
5. Encourage sustainable technologies, permeable pavers, low impact

development techniques, and designs which support the use of renewable energy in the design of new development, the public realm and streetscapes.

8.3.4 MOBILITY AND ACTIVE TRANSPORTATION

Future residents and workers will be provided with convenient, safe and comfortable pedestrian and cycling access to facilitate an approximate 10-minute walk from anywhere in an MTSA to the rapid transit station.

Within MTSA:

1. Road networks will be designed to support transit use, pedestrian travel, and cycling while accommodating automobile travel.
2. Planning and development will be based on the principle of establishing transit-oriented places, where active transportation is supported through safe, well-designed and direct connections between and amongst component uses and transit stations.
3. Trail networks will be planned and developed to facilitate direct connections while creating recreational opportunities.
4. Adequate and secure long-term and short-term bicycle parking and end-of-trip facilities will be provided;
5. A highly permeable road network with shorter blocks and frequent controlled crossings will be provided to optimize opportunities for safe and flexible pedestrian travel options.

6. The provision of appropriate pedestrian, cycling and vehicular connections will be included as a condition of development approval as appropriate.
7. The design of roadways will include measures to control traffic speeds while promoting safe, attractive environments for pedestrians and cyclists. Measures such as best practice geometric design standards, enhanced streetscaping, on-street parking, and other features are encouraged.
8. Pedestrian areas will be designed to ensure that wind and thermal comfort conditions are not adversely affected.

8.3.5 RAIL CORRIDORS

Rail Corridors provide passenger rail services, regional commuter rail services and freight rail services. New development must be compatible with rail services. In this respect, within MTSA:

1. By-laws may be passed to permit development, in accordance with the policies for the MTSA, involving decking over a Rail Corridor, provided that all appropriate technical studies have been undertaken and only in accordance with the policies for the MTSA, to the satisfaction of the applicable railway authority, provided:
 - a. existing and future capacity and safety of train operations in the Rail Corridor would not be compromised;
 - b. flexibility for future expansion to rail operations and modifications and improvements to the track and signal system will not be reduced;

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- c. all environmental, safety and mitigation concerns associated with such development, including noise, vibration, air quality, parking, snow and ice accumulation, servicing, pedestrian access and vehicle access, and the capacity of the transportation system serving such development have been satisfactorily addressed to the satisfaction of the rail authority, the Region and the applicable area municipality.

8.3.6 IMPLEMENTATION

The Region will ensure conformity to the policies of this Plan. Through the review of development applications, the Region will identify complete application requirements, and may require agreements and/or development approval conditions as appropriate and as authorized under the Planning Act.

The Region is considering the appropriateness and suitability of a Regional Community Improvement Plan to establish incentives or otherwise utilize the powers under Part IV of the Planning Act, to support the principles and policies of the ROP, including measures to support affordable housing, high-density mixed-use development, sustainability, and energy efficiency, as permissible under the *Planning Act*.

Within MTSAs:

1. Approval of development will be contingent on the availability of services and transportation facilities. The Region and the area

municipalities may require phasing of development on the basis of the capacity of the transportation system and/or servicing availability, and/or the timing of required infrastructure. The Region and the area municipalities may require the coordination of development applications through measures such as Master Development Agreements or other similar approaches, to ensure an orderly, coordinated and phased approach to the provision of transportation, servicing and other infrastructure requirements are provided prior to or coincident with development.

2. Prior to approval of development, the Region may require cost-sharing agreements, front-ending agreements or other measures as appropriate to ensure the timely delivery of infrastructure and the equitable distribution of development and infrastructure costs.
3. Area municipal official plans will include land use designations, minimum density requirements, built form and urban design policies, and implementation policies, consistent with this plan for implementation through zoning by-laws and/or conditions of development approval.

8.3.7 INCLUSIONARY ZONING

Inclusionary zoning is a land-use planning tool that enables municipalities to require through the passage of a zoning by-law, affordable housing units be included in new residential developments.

Ontario Regulation 232/18 enables municipalities to implement inclusionary zoning. Prior to the passage of an inclusionary zoning by-law, an assessment report is required as part of the development of Official Plan policies. The assessment report must include an analysis of demographics, income, housing supply, and housing need and demand; current average market prices and rents; and analysis of the potential impacts of inclusionary zoning on the housing market.

On September 3, 2019, the Province of Ontario made changes to the legislation for inclusionary zoning through Bill 108 (More Homes, More Choice Act). The changes limit where municipalities can implement inclusionary zoning to Protected Major Transit Station Areas (areas surrounding and including an existing or planned higher order transit station that have a detailed implementation framework in accordance with Section 16(15) of the Planning Act), a Development Permit System Area, or areas as ordered by the Minister of Municipal Affairs and Housing.

In Durham, the existing GO Stations would be considered Protected MTSA's. To extend inclusionary zoning to the four MTSA's along the GO East Extension to Bowmanville, an Order from the Minister of Municipal Affairs and Housing would be required.

There is an opportunity to develop an inclusionary zoning approach for MTSA's in Durham. Subject to the interest of the area municipalities on such an approach, the Region could prepare the required

assessment report and enabling policies for implementation by the local area municipalities, outside of the MTSA ROPA process.

8.3.8 MONITORING

The effect of new policies, implementing by-laws and projects within MTSA's will be monitored in consultation with the area municipalities, based on the following metrics:

- a. the amount, type and pace of development;
- b. the mix and diversity of land uses in the area;
- c. the re-use and demolition of existing buildings, including heritage buildings;
- d. the amount and type of employment;
- e. the overall population;
- f. the unit count and mix of unit types;
- g. the population to job ratio; and
- h. parking spaces, loading facilities, transit improvements and active transportation infrastructure.

9. Next Steps

This Paper provides policy proposals and delineations for proposed Major Transit Station Areas along the Lakeshore East GO Rail line in Durham, from Pickering to Bowmanville. Proposed MTSA delineations and policies within this Paper have been developed by Regional staff as a result of staff to staff discussions, public and agency input, best practices research, and detailed analysis undertaken by the Envision Durham project consultants.

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This paper will be circulated for public and agency comment and to the Ministry of Municipal Affairs and Housing for its review, for a 90-day period. Following this review period, a recommended Regional Official Plan Amendment will be presented for consideration by Regional Council.

This amendment will then require the approval of the Ministry of Municipal Affairs and Housing in accordance with the *Planning Act*.

List of Acronyms

CPR – Canadian Pacific Rail

LRT – Light Rail Transit

LTTS – Long-Term Transit Strategy

MCR – Municipal Comprehensive Review

MTSA – Major Transit Station Areas

PTC – Priority Transit Corridors

RER – Regional Express Rail

ROP – Regional Official Plan

ROPA – Regional Official Plan Amendment

SGA – Strategic Growth Area

TDM – Travel Demand Management

TOC – Transit Oriented Communities

TOD – Transit-Oriented Development

TMP – Transportation Master Plan

Major Transit Station Areas

Appendix A: Best Practices Review

In support of the principles and policy recommendations that shape growth and development around Durham's proposed MTSAs, a Best Practices review was undertaken. Five municipalities were examined:

1. **York Region** – Transit Oriented Development Guidelines
2. **City of Hamilton** – Transit Oriented Development Guidelines
3. **Region of Waterloo** – Regional Official Plan
4. **City of Coquitlam** – Transit-Oriented Development Strategy
5. **City of Winnipeg** – Transit Oriented Development Handbook

Three key themes emerged from the review. These include:

- Density Typologies;
- Tools and Programs; and
- Incentives and Regulations.

A description of these themes demonstrate how various TOD elements and characteristics are applied in these municipalities.

DENSITY TYPOLOGIES

Different typologies that illustrate how TOD guidelines and principles can be applied in different contexts were examined through these municipalities. These typologies offer insights into context specific standards pertaining to each area in order to implement TOD.

The typologies include guidelines specific to different intensities and proximity to transit stations and stops. They offer a range of densities with highest densities and land use mix located in the urban centres and immediate proximity to MTSAs.



TOOLS & PROGRAMS

Each document identifies different tools and programs that can be leveraged to help implement the desired development around MTSAs. These tools can include:

- Recommendations from Corridor Studies
- Station Area Plans
- Tax Increment Financing (TIF)
- Site Plan Guidelines
- The promotion of partnerships such as Public / Private Partnerships to help maximize the benefits of TOD in MTSAs.

Other tools such as TOD Assessment tools and checklists are also identified and can be implemented following the approval of the Regional Official Plan Amendment to help achieve desired development outcomes.



Major Transit Station Areas

INCENTIVES & REGULATIONS



Several documents recognize and identify existing regulations such as policies and zoning bylaws as well as incentives to encourage successful outcomes of TOD around MTSAs.

Some jurisdictions, including the City of Winnipeg, have developed specific TOD zoning while others have ensured that zoning applied to TOD areas is consistent with the principles and design features identified in the TOD guidelines and other related planning and policy documents.

Examples of incentives include waiving development charges on certain lands that include affordable housing or community benefits, incentives for reducing automobile parking on site and using zoning bylaws to help support the desired growth, development and character of MTSAs.

Common Elements and Principles:

The documents identify TOD policies that contribute to successful implementation and outcomes.

Land Use



It is important to encourage transit supportive land uses around transit station areas. All the documents reviewed identify land use as a key principle and provide different ranges and intensities of density and mixed use as land use characteristics to help generate the highest transit trip generation for these areas.

Density

The scale and intensity of density varies between documents based on the proximity to transit stations and stops. The majority of the documents identify a range of residential, commercial and employment densities for lands around MTSAs based on proximity to each MTSA.

Generally, medium and higher density residential, retail and employment growth ranges are identified around areas immediately adjacent to transit stations and stops to support investment in transportation infrastructure and increase ridership in these areas.

Lower density ranges and mix of use are identified in areas farther away from station areas or areas such as suburban neighbourhoods.

Mix of Uses

The documents emphasize the importance of providing a mix of land uses like residential, commercial services, employment and public uses around transit station areas to help support transit trip generation.

Servicing

Development is to be adequately serviced with water, sanitary sewer, and stormwater management. Servicing strategies are helpful in identifying how servicing will be accommodated and potential impacts and capacity implications to the area of the development. Equitable financial contributions towards infrastructure improvements is also a key consideration for ensuring adequate servicing of developments in proximity to MTSAs.

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Connections and Accessibility



It is critical to provide attractive connections that offer clear, direct connections that are accessible by people of all ages, abilities and modes of travel when developing and designing areas around MTSAs.

Sustainable Transportation

Providing safe, direct and convenient ways for all users to navigate around MTSAs is identified in majority of the documents reviewed. There is a strong emphasis on prominent connections to public transit and provision of pedestrian and cycling access around MTSAs.

Parking

Reducing vehicular traffic and parking around MTSAs to help ensure an appropriate balance between automobiles and other modes of transportation.

Pedestrian-friendly priority

Prioritizing pedestrian activity over other less sustainable options to encourage higher volumes of pedestrian foot traffic around MTSAs.

Urban Design and Built Form



Developing attractive and functional environments that support compact built form and encourage easy pedestrian connectivity within and between developments is discussed in each document.

Public Realm

The majority of the documents address the importance of designing the public realm to

establish direct and seamless connections to station entrances and areas and enhance building design and the connection between surrounding streets and stations.

Open Spaces

Including additional public open spaces that provide access to community amenities around MTSAs. These guidelines and strategies emphasize the integration of open spaces and greenspaces can help achieve more equitable access to the public realm.

Mix of Housing Type and Tenure:

Providing increased and more affordable housing choices near transit including a mix of residential housing types to support both rental and home ownership for a diverse range of ages, incomes, household sizes and stages of life.

Healthy Economy



Providing economic development support in these areas will help increase employment and housing options.

. MTSA policies can help encourage revitalization of main streets and mature neighbourhoods through increased employment opportunities and housing options in these areas.

Employment

Development around MTSAs can help attract new businesses and people to these areas to help generate population-serving employment.

Major Transit Station Areas

5.3 Best Practices Summary

The table below summarizes elements in selected Best Practices documents, broken down into five broad categories as a way of identifying common approaches the Region could adopt.

Table 1: Best Practices Summary

Elements	BEST PRACTICES				
	York Region	City of Hamilton	Region of Waterloo	City of Coquitlam	City of Winnipeg
LAND USE					
General	<ul style="list-style-type: none"> Concentrate new employment opportunities within 200 metres of transit stops 	<ul style="list-style-type: none"> Locate within 400 metres of transit in TOD areas and urban areas 	<ul style="list-style-type: none"> Creation of complete communities with development patterns, densities and an appropriate mix of land uses that encourage the use of transit. 	<ul style="list-style-type: none"> Promote mixed-use high-residential and midrise development. Locate highest densities and uses adjacent to stations. 	<ul style="list-style-type: none"> Concentrate land use mix in core areas with reduced mix further away from transit stations.
Mixed Use	Mix of: <ul style="list-style-type: none"> Residential Office Retail 	Mix of: <ul style="list-style-type: none"> Residential Commercial Employment Retail 	Mix of: <ul style="list-style-type: none"> Residential Non-residential Employment Institutional Recreational opportunities 	Mix of: <ul style="list-style-type: none"> Residential Commercial Employment 	Mix of: <ul style="list-style-type: none"> Residential Office Retail Entertainment
Affordable Housing	Not specified	<ul style="list-style-type: none"> Support increased supply and diversity in housing types/tenures around transit, specifically in urban areas and those with higher density targets. 	<ul style="list-style-type: none"> Promotes the provision of a full and diverse range and mix of permanent housing that is safe, affordable, of adequate size and meets the accessibility requirements Recognizes that affordable housing plays a key role in 	<ul style="list-style-type: none"> Promotes increase in affordable housing choices in close proximity to transit. Encourages density bonusing for development that provides affordable housing. 	<ul style="list-style-type: none"> Supports greater affordable housing options and choice including type and tenure.

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Elements	BEST PRACTICES				
	York Region	City of Hamilton	Region of Waterloo	City of Coquitlam	City of Winnipeg
			attracting and supporting a diversified and stable business environment.		
DENSITY					
General	<ul style="list-style-type: none"> Concentrates highest densities around transit stations 	<ul style="list-style-type: none"> Clusters highest density within 400m of the transit station 	<ul style="list-style-type: none"> Concentrates increased densities 600 to 800 m from rapid transit station to support and ensure the viability of existing and planned rapid transit service levels. 	<ul style="list-style-type: none"> 2.5x lot area in urban areas, decreases density as distance from transit station increases 	<ul style="list-style-type: none"> Concentrates highest densities around transit stations in the core/urban areas
Residential	Not specified	Low: < 60 units per hectare Medium: 60-100 units per hectare High: 100 -200 units per hectare	Not specified. <ul style="list-style-type: none"> Area municipalities to develop station area plans. 	Not specified	Low: 24-49 units per hectare Medium: 62-247 units per hectare High: 99-371 units per hectare
Commercial	Long term goal of 2.5 Floor Space Index (FSI)	0.5-1.5 Floor Area Ratio (FAR)	Not specified.	Not specified	Not specified
Employment	<ul style="list-style-type: none"> Concentrates new employment within 200 metres of transit hubs 	<ul style="list-style-type: none"> 120-150 people and jobs per hectare in Urban Areas 	<ul style="list-style-type: none"> Compact urban form around transit stations with a greater mix of employment, housing and services in close proximity to each other. 	Not specified	Not specified

Major Transit Station Areas

Elements	BEST PRACTICES				
	York Region	City of Hamilton	Region of Waterloo	City of Coquitlam	City of Winnipeg
BUILT FORM					
Scale	Not specified	Suburban and Urban Corridors: 2-6 storeys Urban: 6-12 storeys	Not specified.	Not specified	Low to medium density areas: 2-5 storeys Urban neighbourhoods: 3 to 12 storeys Urban Centre: 4 - 30 storeys
CONNECTIVITY					
Walking distance to transit station or stop	• 200 to 500 metres (about a 5 to 10-minute walk)	• 150-300 metres walking distance to access work and 400-800 metres for residential areas	600 to 800 m metres radius of a rapid transit station.	• 400 metres to 800 metres of transit area	• 400 metres of transit stations
PARKING					
General	<ul style="list-style-type: none"> • Reduced parking standards, provide priority parking for carpooling, shared parking etc. 	<ul style="list-style-type: none"> • Discourages new auto related uses within 400m of a transit station area. • Discourage surface lots, preference for underground or structure parking, where feasible. 	<ul style="list-style-type: none"> • Encourages the minimization of surface parking areas and reduced parking standards through completion of a parking management strategy. 	<ul style="list-style-type: none"> • Surface parking is to be minimized. • On site parking stalls in the core areas shall be in the form of structured parking. 	<ul style="list-style-type: none"> • Structured parking integrated into development. Parking ratio minimums based on proximity to station.
Parking Standards & Strategies	✓ Includes: <ul style="list-style-type: none"> • Locating parking areas in rear or side yards • Provision of carpool priority parking spaces • Discourages on-street parking adjacent to major transit station 	✓ Includes: <ul style="list-style-type: none"> • Controlling the amount and location of parking • Ensuring appropriate balance between automobiles and other modes of transportation. • Inclusion of 	✓ Includes: <ul style="list-style-type: none"> • Encouraging van and carpooling, preferential parking for car and van pools, shared parking • Encourages reduced parking standards where TDM Strategies 	✓ Includes: <ul style="list-style-type: none"> • Parking on site should be concealed or below grade. • Limit the provision of on street parking in Transit-Oriented Development study areas and 	✓ Includes: <ul style="list-style-type: none"> • Parking should be integrated into development and below grade or behind development. • Reduce on-street parking around urban areas and high

Major Transit Station Areas

Elements	BEST PRACTICES				
	York Region	City of Hamilton	Region of Waterloo	City of Coquitlam	City of Winnipeg
	areas or corridors. • Site plan and building placement should discourage surface parking and allow for them to be phased out over time. • Parking facilities shared with adjoining properties. • Supports cash-in-lieu of parking.	use of shared parking area spaces, offer transit passes, allow for carpool parking, promote car-sharing programs, and restricted parking hours. • Provide park and ride areas to encourage • Does not permit on-street parking on TOD corridors and limit parking on streets adjacent to TOD stations. • Supports cash-in-lieu of parking Residential: <u>Urban Areas:</u> • 0.75-1.2 /300 m ² <u>Suburban:</u> • 1-2 per unit Commercial/Retail: <u>Urban Areas:</u> • 1-2/300m ² <u>Suburban Areas:</u> • 1-4/100m ²	are incorporated into development application. • Area Municipal parking strategies encouraged to support existing and planned transit service levels and Transit Oriented Development.	core station areas. • Reductions to on-street parking requirements within core and shoulder station areas will be considered if a TDM plan and strategy is developed. • Supports cash-in-lieu of parking. • Encourages development to provide EV charging stations • Supports cash-in-lieu of parking • Encourages use of parking time limits, pricing and other management strategies to encourage parking turnover.	transit frequency areas. • Encourages shared parking within a TOD area instead of per building. • Encourages paid parking or time-limited to discourage automobile use.

Major Transit Station Areas

Appendix B: Overview of MTSAs and Proposed Delineations

There are four existing stations within Durham. These include:

- Pickering GO Station;
- Ajax GO Station;
- Whitby GO Station; and
- Existing Oshawa GO Station.

These station areas (except Existing Oshawa GO Station) are expected to meet the requirements of the Growth Plan, which emphasizes the significance of MTSAs and the prioritization of intensification and increased densities within these areas which are located along Priority Transit Corridors (PTC).

In order to support the expansion of the GO Lakeshore line to Bowmanville, four additional MTSAs have been proposed along the CP Rail line. These include:

- Thornton's Corners;
- Central Oshawa;
- Courtice; and
- Bowmanville.

Figure 1 illustrates all eight of the MTSAs.



Figure 1 - Context Map of Major Transit Station Areas

Major Transit Station Areas

Pickering GO Station MTSA

The Pickering GO Station MTSA is meant to provide a foundation for urbanization of the downtown area in Pickering to support a range of uses and enhances connectivity within the area. The Downtown Pickering UGC aims to decrease reliance on the automobile by making it easier for people to use more active and sustainable modes of transportation through compact street network and sustainable development patterns.

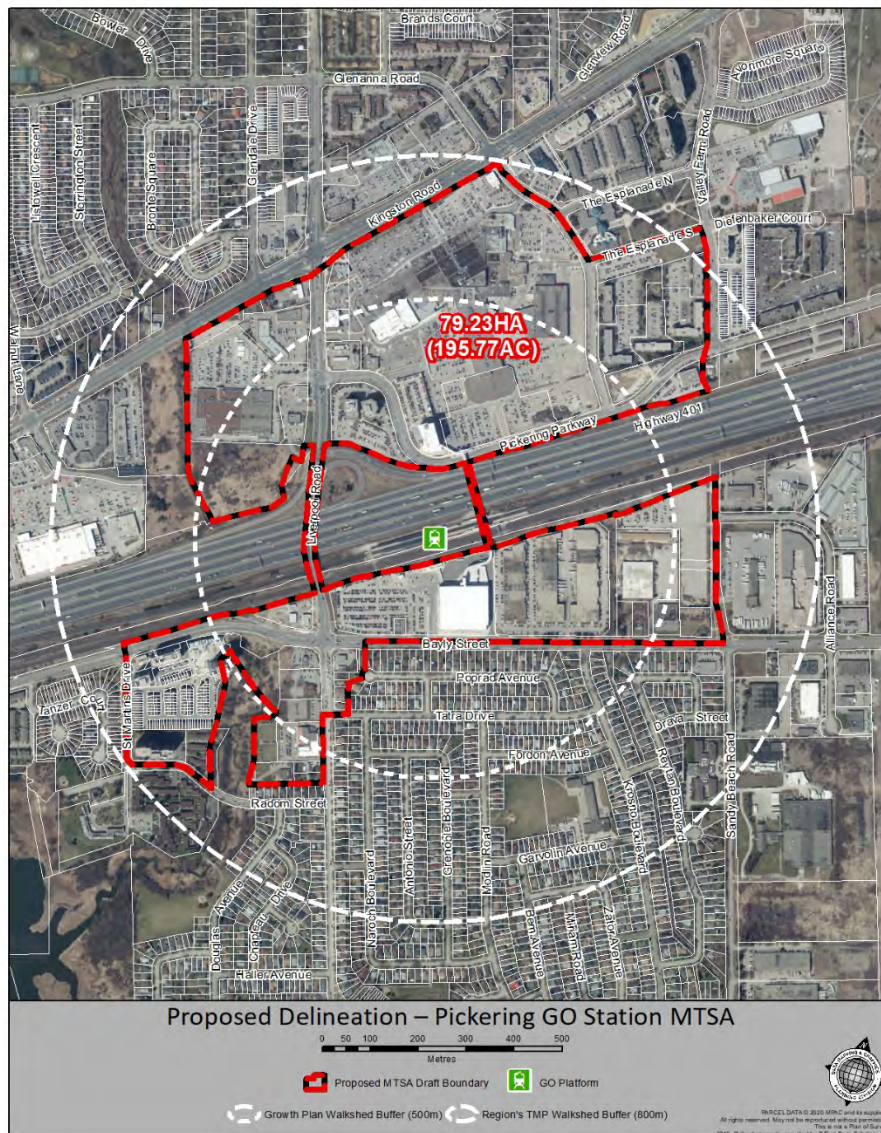


Figure 2 – Proposed Delineation – Pickering GO Station MTSA.

Major Transit Station Areas

Ajax GO Station MTSA

The Ajax GO Station MTSA aims to provide a mix of uses to take advantage of transit accessibility and to the surrounding employment lands. A portion of this area is identified in the Town's Official Plan as an area that will facilitate high density mixed use that supports commuters while also providing places to live and work in proximity to transit while minimizing car use and promoting pedestrian connectivity.



Figure 3 – Proposed Delineation – Ajax GO Station MTSA

Major Transit Station Areas

Whitby GO Station MTSA

The Whitby GO Station area is located on Brock Street just south of the 401. This area is a key hub for transportation that supports medium to high density development and better transit, cycling and pedestrian connections to major transit stations and surrounding neighbourhoods and the waterfront. It seeks to maximize the potential of the GO Station lands for mixed use development to support a variety of amenities and activities.



Figure 4 – Proposed Delineation – Whitby GO Station MTSA.

Major Transit Station Areas

Existing Oshawa GO Station MTSA

The existing Oshawa GO station is located at the southwest corner of Thornton Road South and Bloor Street West within employment lands. This area supports and encourages the enhancement of connectivity within this area to support more sustainable modes of transportation. The existing Oshawa GO Station is currently not an area of focus for growth and TOD.



Figure 5 – Proposed Delineation – Existing Oshawa GO Station MTSA.

Major Transit Station Areas

Thornton's Corners GO Station MTSA

Thornton's Corners is located in an area that is currently designated for employment and commercial uses. The Thornton's Corners GO Station site location was shifted to its proposed location along the CP Rail spur through the February 2020 Bowmanville Rail Service Extension: Initial Business Case Update'. The MTSA includes lands in both Oshawa and Whitby, is in close proximity to Durham College and Trent University Durham, and presents the opportunity to bring mixed use to the area. The transit station has the potential to act as a catalyst for growth, investment, and future market demand.



Figure 6 – Proposed Delineation – Thornton's Corners GO Station MTSA.

Major Transit Station Areas

Central Oshawa

The Central Oshawa MTSA is located south of Downtown Oshawa, at the Central Oshawa GO Station north of Highway 401. The MTSA abuts the Downtown Oshawa Regional Centre/Urban Growth Centre. The proposed MTSA delineation includes a variety of uses, including low and high-density residential uses, commercial uses along Simcoe Street and Ritson Road, and access to greenspace and trails like the Michael Starr Trail. Simcoe Street is planned as a future rapid transit corridor, with a terminus at the Central Oshawa station, with the intent to improve connections between the GO station, Downtown, and North Oshawa. Connectivity and proximity to Higher Order Transit, as well as opportunities to redevelop existing underutilized areas, advances provincial planning policy for TOD in this location.



Figure 7 – Proposed Delineation – Central Oshawa GO Station MTSA

Major Transit Station Areas

Courtice

The Courtice MTSA is currently designated as industrial / employment lands. The vision for the area is a mixed-use TOD community. The station area would support an array of residential uses, standalone and ground floor retail space, and major office development, in addition to parks and other community uses. There may also be opportunities to provide affordable housing around this station area by creating policy requirements early in the planning process. Further, the greenfield land provides a blank canvas to create a new mixed-use community with focus on TOD principles. The Courtice MTSA has the potential to be a unique, intensified centre.



Figure 8 – Proposed Delineation – Courtice GO Station MTSA.

Major Transit Station Areas

Bowmanville GO Station MTSA

The Bowmanville MTSA is the eastern terminus of the GO East Rail extension and is located within the Bowmanville West Regional Centre. The MTSA is located within an already established market area, a short distance west of Downtown Bowmanville. The vision for the area is to grow its potential as a TOD community. This area has seen increased densities and intensification and the existing plazas and big box sites, located in proximity the proposed station area, present an opportunity for more urban style mixed-use development that retains the retail and commercial uses, which could generate employment and economic growth for the community.



Figure 9 – Proposed Delineation – Bowmanville MTSA

Major Transit Station Areas

Appendix C: What we have Heard

A summary of the stakeholder input on the proposed MTSA delineations and policies is provided below. Input was provided by area municipal staff, agencies, as well as members of the public. Two questions were identified in the Municipal Comprehensive Review (MCR) Urban System Discussion Paper related to MTSA's. A comprehensive list of all questions is provided at the end of this document.

MTSA Specific Questions:

Question 11: Is the proposed approach for delineating and assigning density targets to existing and future Major Transit Station Areas appropriate?

Question 12: Do you have any feedback or input on the propose draft Major Transit Station Area delineations?

Major Transit Station Areas

Table 1: MCR Urban Systems Discussion Paper MTSA Comments

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
1	Municipal (Clarington)	<ul style="list-style-type: none"> Yes (they agree) 	Comment noted. The response confirms that Clarington staff agree with the proposed approach.	11
2	Municipal (Ajax)	<ul style="list-style-type: none"> Agree with the proposed approach as presented in the discussion paper. 	Comment noted. The Response confirms that Ajax staff agrees with the proposed approach.	11
3	Municipal (Oshawa)	<ul style="list-style-type: none"> The proposed approach for delineating existing and proposed Major Transit Station Areas (MTSAs) is appropriate. The proposed approach for assigning density targets to both existing and proposed MTSAs is not appropriate. Further analysis is required to determine if employment areas within MTSAs should be protected, or alternatively, allowed to convert to permit residential uses. 	<p>Comment noted. Response confirms that Oshawa staff agrees with the proposed delineation approach.</p> <p>The MTSA density targets are consistent with those identified in the Growth Plan and are meant to encourage and support the use of transit and achieve strategic growth</p>	11

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
		<ul style="list-style-type: none"> An alternative density target may be required for MTSAs that are located wholly within Provincially Significant Employment Areas. Further assessment should be conducted as part of the Region's Land Needs Assessment. 	<p>objectives of the Regional Official Plan.</p> <p>Regarding MTSAs located in Employment Areas, Employment Areas were identified, and a determination was made as to (re)development potential.</p> <ul style="list-style-type: none"> If development potential exists, it was included in the MTSA. If development potential does not exist, a determination of impact on the density target would inform whether an alternative target should be requested from the Province. <p>A key principle for development within MTSAs is to enhance connectivity and</p>	

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
			<p>generate employment and residential growth that supports transit use. Development within MTSA areas is also expected to help achieve the strategic growth objectives of the Regional Official Plan (ROP).</p> <p>It should also be noted that an alternative density target for the Existing Oshawa Station along the CN Rail line is being proposed, due to the lack of opportunity for TOD and the built context of this station.</p>	
4	Municipal (Whitby)	<ul style="list-style-type: none"> The proposed approach to MTSA's is appropriate, provided certain flexibility for lower-tier implementation is maintained. 	Comment noted. Response confirms that Whitby staff agrees with the proposed approach.	11
5	Municipal (Pickering)	<ul style="list-style-type: none"> The approach developed by the Region, in consultation with each of the local municipalities is appropriate, 	Comment noted. Response confirms that Pickering staff	11 & 12

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
		<p>providing defensible and rational boundaries for these Major Transit Station Areas, as opposed to an arbitrary 500 metre or 800 metre radius from the centre of a station.</p> <ul style="list-style-type: none"> The proposed boundaries of the MTSA in Pickering, shown in Attachment #1 of Appendix D of the Region's Growth Management – Urban System Discussion Paper, are consistent with those discussed with Regional staff. 	agree with the proposed approach.	
6	Municipal (Brock)	<ul style="list-style-type: none"> No comment. No MTSA's are identified in Brock. 	Comment noted.	11
7	Agency (Oshawa Environmental Advisory Committee)	<ul style="list-style-type: none"> The proposed approach seems appropriate. 	Comment noted. Response confirms that the Oshawa Environmental Advisory Committee agrees with the proposed approach.	11
8	Municipal (Ajax)	<ul style="list-style-type: none"> Town staff have and will continue to work closely with Regional staff on the delineation of the Ajax Major Transit Station Area. 	Comment noted. Response confirms that Ajax is supportive of working with the Region on confirming delineation of MTSA's and	12

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
			generally supportive of their proposed delineation.	
9	Municipal (Clarington)	<ul style="list-style-type: none"> No - no further input on the draft Major Transit Station Area delineations is noted. 	Comment noted. Response confirms that Clarington agrees with the proposed delineations.	12
10	Municipal (Oshawa)	<ul style="list-style-type: none"> Staff support the proposed draft Major Transit Station Area delineations. 	Comment noted. Response confirms that Oshawa staff support the proposed MTSA delineations.	12
11	Municipal (Brock)	<ul style="list-style-type: none"> An assessment of connectivity between Brock Township and MTSAs would be helpful for future transit planning. Response: On Demand transit is available in Brock Township. This service connects with scheduled transit routes that connect into the urban area, including to MTSAs. 	Comment noted. This comment has been shared with Durham Region Transit to examine future connections between existing and potential transit and MTSAs within Brock Township.	12
12	Municipal (Whitby)	<ul style="list-style-type: none"> Discussion will be needed at a later date (i.e. draft policy direction stage) regarding inclusion of ROP designated Employment Areas within MTSA's. 	Comment noted. Employment Areas within MTSAs is a key consideration within this work. The proposed policy directions note that MTSAs	12

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
			will consist of both employment uses and residential uses (as defined in the area municipal official plan) that support the use of transit and achieve the strategic growth objectives of the Regional Official Plan.	
13	Municipal (Ajax)	<ul style="list-style-type: none"> The ROP should require a five year supply of serviced land at all times to meet market needs for population and employment growth within Major Transit Station Areas. 	Comment noted. As part of the proposed implementation policies, specific policy directions have been drafted which state that "Approval of development would be contingent on the availability of services and transportation facilities. The Region may require the phasing of development on the basis of servicing availability or timing of infrastructure."	4
14	Municipal (Oshawa)	<ul style="list-style-type: none"> Further guidance is required within MTSAs where the lands are designated as Provincially Significant 	The proposed policy directions for MTSAs acknowledge that the existing	6

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
		Employment Zones, yet also required to achieve a density target of 150 residents and jobs per gross hectare.	Oshawa GO Rail/VIA Rail station will require an alternative density target, due to the lack of opportunity for TOD and the built context of this station. The draft policy directions also identify that if development potential does not exist [within a specific employment area], a determination of impact on the density target would inform whether an alternative target should be requested from the Province.	
15	Municipal (City of Pickering)	<ul style="list-style-type: none"> The methodology for delineating Major Transit Station Areas (MTSA), and the resultant draft boundary delineation for Pickering's MTSA, are supported 	Comment noted. Response confirms that Pickering supports the proposed MTSA delineations.	
16	Municipal (Oshawa)	<ul style="list-style-type: none"> The Region, in consultation with area municipal staff, should consider a go-forward approach to assessing 	A key goal of the ROP is to delineate the MTSAs; establish general land use,	

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
		employment area conversions within Major Transit Station Areas that would then necessitate a settlement area boundary expansion.	<p>infrastructure and implementation policies.</p> <p>A Settlement Area boundary expansion would not automatically occur through the MTSA ROPA to offset any lands that were previously designated Employment Area and are now proposed to a part an MTSA delineation . Any expansion to the settlement area boundary will be considered through the Land Needs Assessment as part of the overall Growth Management Study/Envision Durham process.</p>	
17	Agency Toronto and Region Conservation Authority Staff	<ul style="list-style-type: none"> Toronto and Region Conservation Authority Staff Achieving density targets within MTSAs must account for natural hazards, natural heritage features, and 	Comment noted. Through the delineation process non-developable areas were avoided, where appropriate (such as natural areas,	11

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
		<p>stormwater management, whether identified outside or inside of an MCR process.</p> <ul style="list-style-type: none"> Amendments to the DROP should specify policy requirements for natural hazards, stormwater management and natural heritage to inform the delineation of MTSA. 	highways, utilities, rail corridors, etc.) to form the outer boundaries of the MTSA.	
18	Agency Toronto and Region Conservation Authority Staff	<ul style="list-style-type: none"> It is critical that MTSA boundaries be subject to meeting criteria for addressing natural hazard management, natural heritage and water resource protection. 	Comment noted. Through the delineation process non-developable areas were avoided, where appropriate (such as natural areas, highways, utilities, rail corridors, etc.) to form the outer boundaries of the MTSA.	12
19	Agency Toronto and Region Conservation Authority Staff	<ul style="list-style-type: none"> Should adopt policies to promote the use of, and develop a terms of reference for an “urban master environmental servicing plan” (Urban MESP) to coordinate major 	The Region may require the coordination of development applications through measures such as Master Development Agreements and Block Plans, to ensure an	

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
		<p>redevelopment proposals within the urban envelop.</p> <ul style="list-style-type: none"> Response: Consider Secondary Plan and MESP for MTSAs. 	orderly, coordinated and phased approach to the provision of transportation, servicing and other requirements.	
20	Public Weston Consulting regarding subject lands of 275 Westney Road South	<ul style="list-style-type: none"> Request to consider the subject lands (275 Westney Road South, Town of Ajax) for conversion through the Municipal Comprehensive Review process in accordance with Section 2.2.5.9 of the Growth Plan to permit residential mixed-use development. A follow-up letter was received on January 14, 2020 to acknowledge that the subject property has been included in the Major Transit Station Areas (MTSAs); and the Westney Developments Inc. has completed the preparation of an Official Plan Amendment and Zoning By-Law Amendment for submission to the Town of Ajax 	<p>The Ajax GO Station area site aims to provide a mix of uses to take advantage of transit accessibility and to the surrounding employment lands. This area is identified in the Town's Official Plan as an area that will facilitate high density mixed use that supports commuters while also providing places to live and work in proximity to transit while minimizing car use and promoting pedestrian connectivity.</p> <p>The subject property falls within the proposed MTSA boundary.</p>	

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
			The desire for the subject property to provide residential mixed-use seems to support and align with the overall vision for the MTSA area.	
21	Public GHD on behalf of Halloway Developments and the 21st Company Inc.	<ul style="list-style-type: none"> • Agree that the Region's MCR should delineate and assign boundaries to Major Transit Station Areas (MTSAs). MTSAs should also permit a wide range of mixed uses. • Agree with the methodology used by Regional and Area Municipal staff in delineating the Draft Boundary of the proposed MTSAs. • Request reconsideration of boundary where environmental features may not actually exist (lands abutting Canadian Pacific Railway, parcels abutting Stellar Drive near Corbett Creek) 	The draft delineation of the Thornton's Corners MTSA has been released. The delineations currently take into account a variety of factors including mixed-use development proximity to transit and other considerations of highest and best use for these areas.	
22	Public	<ul style="list-style-type: none"> • The vision for Northeast Pickering of 60,000 residents and 45,000 jobs 	Comment noted. MTSAs are currently being considered	

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
	Dorsay Development Corporation	would support a Major Transit Station Area. This will be elaborated on further in a future submission.	along the PTC and future PTC (GO Lakeshore) at this time. However, policy directions have included for future consideration of new MTSA's are being included.	
23	Public Ledim Development Ltd. Lands south of CP rail and North of Stellar Drive	<ul style="list-style-type: none"> In accordance with A Place to Grow, 2019, density targets for Urban Growth Centres and Major Transit Station Areas should be considered as minimum targets. Policies that reference Growth Plan intensification and density targets should include the word minimum where appropriate. The Thornton's Corners Major Transit Station Area Boundary should be expanded to the northwest to include lands that are currently outside (specifically lands at Laval Drive and Stevenson Road South in Oshawa). The lands located adjacent to the Canadian Pacific Railway just beyond 	<p>Comment noted. The MTSA density targets have been identified as minimum targets and are consistent with those identified in the Growth Plan.</p> <p>The delineation of the Thornton's Corners GO Station MTSA has been updated to reflect the revised station location along the CP Rail spur. Please see Appendix B for details.</p>	

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
		the north west limit of the proposed Major Transit Station Area Boundary should be included within the delineated MTSA area.		
24	Public IBI Group on behalf of David and Steve Lovisek for O Courtice Road, Clarington	<ul style="list-style-type: none"> Request that the subject lands (O Courtice Road, Clarington) be included within the Urban Area Boundary and the MTSA. Support the recommendation by the Municipality of Clarington to extend the MTSA/Urban Area Boundary to include the subject land and requests clarification position on Clarington's request to include the subject lands into the urban boundary and the Courtice MTSA. The future Courtice GO Station is an opportunity to accommodate growth and create a complete community in the surrounding area. The Courtice MTSA should include conversion of employment lands to ensure a true 	Comment noted. While the request for an expansion of the MTSA /settlement area boundary may be recognized through this process, the MTSA ROPA will not be formalizing any settlement area boundary expansions. Consideration of this request will be in the context of the future Land Needs Assessment through the overall Growth Management Study/Envision Durham process. MTSAs will be delineated in the ROP and detailed land use designations are directed to	

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
		mixed-use complete community is achieved.	be included in the area municipal OPs.	
25	Public IBI Group on behalf of David and Steve Lovisek for 0 Courtice Road, Clarington	<ul style="list-style-type: none"> MTSAs should maximize the size of the area and number of potential transit users that are within walking distance to the station. Areas that include natural features should not be precluded from Settlement Area Boundary Expansion should be considered if natural features and areas are protected. Prime agricultural areas should similarly be considered for expansion. 	<p>The delineation of MTSAs was informed by other planning boundaries such as SGAs and Secondary Plans, and those identified in local area municipal plans. Non-developable areas such as natural areas were avoided and generally fit within the 500 to 800 metre radius of a transit station.</p> <p>A subsequent delineation exercise was completed taking into account input received through the Urban Systems Discussion Paper, additional information and research undertaken by the projects consultants, discussions with area</p>	

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
			<p>municipal staff and public and agency input.</p> <p>Delineation of MTSAs has taken into account potential transit users and walkshed. Refer to delineation process and Appendix B – Overview of MTSAs for more details as well as Section 6 – Delineation Approach.</p>	
26	<p>Public</p> <p>IBI Group on behalf of David and Steve Lovisek for 0 Courtice Road, Clarington</p>	<ul style="list-style-type: none"> • Is the Region considering an alternative density target for the Courtice MTSA? • Is the Region going to develop a phasing plan or Secondary Plan for the MTSA? 	<p>The Region is aiming for at least the minimum density target of 150 people and jobs/ha for the Courtice MTSA. Areas where development potential does not exist, a determination of impact on the density target would inform whether an alternative target should be requested from the Province. The Region may require phasing of development on</p>	

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
			the basis of transportation or servicing availability, and/or the timing of required infrastructure.	
27	Public IBI Group on behalf of 1766 Baseline Road, Clarington	<ul style="list-style-type: none"> Request the subject lands (1766 Baseline Road, Clarington) be redesignated from Employment Areas to Living Areas / Courtice Major Transit Station Area to allow for a development concept that includes a mix of residential and employment uses (office, retail, commercial, personal service). The subject site is also located within a PSEZ (Zone 1) and proposed MTSA boundary. The proponent is supportive of Clarington's recommendation to remove the GO Station MTSA from the PSEZ. 	<p>The subject lands are included in the proposed MTSA boundary. Detailed land use designations will be proposed through area municipal OPs. Comment noted. The delineation and density requirements for MTSA's has taken into account potential transit users and walkshed. The MTSA designation can be overlaid on the identification of the PSEZ. For more information on the delineation process/rationale refer to Section 6 – Delineation Approach and Appendix B - Overview of MTSA's.</p>	

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
28	Public Brookfield Residential Whitby Harbour site	<ul style="list-style-type: none"> Intensification boundaries around proposed MTSAs are useful, but final delineation should involve local stakeholder engagement. Brookfield would like to be engaged in final delineation of the MTSA boundary at Whitby Harbour. 	<p>The proposed delineation for the Whitby MTSA has been provided in this Paper, and input is welcomed prior to the finalization of the ROPA. The Brookfield site is over 1 km away from the station platform.</p> <p>For more information on the delineation process/rationale refer to Section 6 – Delineation Approach and Appendix B – Overview of MTSAs.</p>	
29	Public Optus Capital Corporation	<ul style="list-style-type: none"> The draft Major Transit Station Area Boundary for Ajax should be extended 1,000 metres eastbound along Fairall Street to Harwood Avenue South to allow for greater intensification and increased density. 	<p>The MTSA boundary has been proposed. The area in question is part of the Regional Centre and subject to another set of policies in the ROP, however, it is acknowledged the need for linkages easterly to the Regional Centre.</p>	

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
			<p>For more information on the delineation process/rationale refer to Section 6 – Delineation Approach and Appendix B.</p> <p>A 1 km easterly extension of the MTSA boundary would not meet the Provincial definition of a 10 min walk to the station.</p>	
30	Public Bousfields Inc. on behalf of Nordeagle Developments Inc.	<ul style="list-style-type: none"> Request to include the entirety of the Nordeagle Lands within the proposed Major Transit Station Area. 	The Whitby GO MTSA seeks to maximize the potential of the GO Station lands for mixed use development to support a variety of amenities and activities. The MTSA delineation has been revised to include a portion of the Nordeagle property subject to Policy 8C.3.1 in the current ROP. Please refer to Section 6 – Delineation Approach and	

Major Transit Station Areas

Comment #	Municipal / Public / Agency	Comment or Description	Response	Question #
			Appendix B for the delineation process in more detail	
31	Public Bousfields Inc. on behalf of Nordeagle Developments Inc.	<ul style="list-style-type: none"> Recommended that gross density be used as the measurement for intensification and for major transit station areas as a minimum target. 	Each MTSA will be planned to achieve a minimum density of 150 people and jobs per hectare. This will be a minimum density requirement that will be measured within all of the lands in each MTSA (measured as gross density).	

Legend of Discussion Questions

Question Number	Discussion Question
1.	Is the Urban System achieving the Regional Official Plan vision of creating distinct Urban Areas, balancing population and employment growth, and achieving health and complete communities?
2.	Are there any additional goals for the Urban System that should be included in the Regional Official Plan?

Major Transit Station Areas

Question Number	Discussion Question
3.	How can Regional Official Plan Policies support the needs of an aging population?
4.	Are there specific policies or other measures that are needed to enable the achievement of employment forecasts and/or the Regional Council target of one job for every two persons?
5.	How can Regional Official Plan policies recognize and support the changing pattern of where and how people work?
6.	What Regional policies and approaches could assist in achieving the Regional Official Plan target that 50 per cent of all jobs be in designated Employment Areas?
7.	How should density (gross or net) be measured in the Regional Official Plan?
8.	Should the Region delineate only those corridors with significant intensification potential that are also within the Higher Order Transit Network?
9.	Should Regional Corridors that are intended to be priority areas for the highest level of transit service (Highway 2 and Simcoe Street) be delineated in the ROP and assigned an increased minimum density target?
10.	Should Waterfront Places be specifically designated in the Regional Official Plan?
11.	In the proposed approach for delineating and assigning density targets to existing and future Major Transit Station Areas appropriate?
12.	Do you have any feedback or input on the proposed draft Major Transit Station Area delineations?

Major Transit Station Areas

Question Number	Discussion Question
13.	Are there any other criteria that should be considered when evaluating Settlement Boundary Expansions?
14.	Are there other criteria that should be considered when evaluating Employment Area conversions?
15.	Are there additional strategies or solutions required to support development in Strategic Growth Areas?
16.	Should a Regional structure, consisting of appropriate Regional land use designations be applied to lands located within the Central Pickering Development Plan Area?
17.	What type of Regional Official Plan policies should be provided to support the deployment of broadband infrastructure?
18.	How can Regional Official Plan policies support the achievement of strong, vibrant, and healthy downtowns?
19.	Should places of worship be permitted in Employment Areas?
20.	Are there any other trends or topics you feel should be reviewed and considered as part of the review of the Urban System and the Growth Management Study component of the MCR?



The Regional Municipality of Durham
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Don Beaton, BCom, M.P.A.
Commissioner of Corporate
Services

THIS LETTER HAS BEEN FORWARDED
TO THE EIGHT AREA CLERKS

December 17, 2020

Ms. B. Jamieson
Clerk
Township of Brock
1 Cameron Street East
Cannington, ON L0E 1E0

Date:	05/01/2021
Refer to:	Not Applicable
Meeting Date:	Jan. 11, 2021
Action:	null
Notes:	COW - BPED
Copies to:	

Dear Ms. Jamieson:

**RE: Pickering-Uxbridge Broadband Fibre Trunk Project
(2020-EDT-11), Our File: C02**

Council of the Region of Durham, at its meeting held on December 16, 2020, adopted the following recommendations:

- "A) That staff be directed to proceed with the Pickering-Uxbridge Broadband Fibre Trunk Project, being a component of the Region's planned Regional Broadband Network, for which the majority of project costs are eligible for reimbursement through the Investing in Canada Infrastructure Program under the Local Government Stream;
- B) That a negotiated single source consulting services agreement be awarded to IBI Group for the design, engineering, project management and/or construction oversight of the Pickering-Uxbridge Broadband Fibre Trunk Project, at a value not to exceed \$350,000;
- C) That authorization be provided to procure, through either competitive process or single source negotiations, critical long-lead time materials for the Pickering-Uxbridge Broadband Fibre Trunk Project, including fibre-optic cable, at a total combined value not to exceed \$500,000;
- D) That financing be drawn from available 2020 sources, including if necessary, the Capital Impact Stabilization Reserve Fund, at the discretion of the Commissioner of Finance;
- E) That the Commissioner of Finance be authorized to execute all necessary agreements and ancillary documents necessary to give effect to the Pickering-Uxbridge Broadband Fibre Trunk Project; and

- F) That a copy of Report #2020-EDT-11 of the Commissioner of Planning and Economic Development be forwarded to the Area Municipalities.”

Please find enclosed a copy of Report #2020-EDT-11 for your information.

Ralph Walton

Ralph Walton,
Regional Clerk/Director of Legislative Services

RW/tf

- c: B. Bridgeman, Commissioner of Planning and Economic Development

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 2564



The Regional Municipality of Durham Report

To: Regional Council
From: Commissioner of Planning and Economic Development
Commissioner of Works
Report: #2020-EDT-11
Date: December 16, 2020

Subject:

Pickering-Uxbridge Broadband Fibre Trunk Project

Recommendation:

It is recommended to Regional Council:

- A) That staff be directed to proceed with the Pickering-Uxbridge Broadband Fibre Trunk Project, being a component of the Region's planned Regional Broadband Network, for which the majority of project costs are eligible for reimbursement through the Investing in Canada Infrastructure Program under the Local Government Stream;
- B) That a negotiated single source consulting services agreement be awarded to IBI Group for the design, engineering, project management and/or construction oversight of the Pickering-Uxbridge Broadband Fibre Trunk Project, at a value not to exceed \$350,000;
- C) That authorization be provided to procure, through either competitive process or single source negotiations, critical long-lead time materials for the Pickering-Uxbridge Broadband Fibre Trunk Project, including fibre-optic cable, at a total combined value not to exceed \$500,000;
- D) That financing be drawn from available 2020 sources, including if necessary, the Capital Impact Stabilization Reserve Fund, at the discretion of the Commissioner of Finance;

- E) That the Commissioner of Finance be authorized to execute all necessary agreements and ancillary documents necessary to give effect to the Pickering-Uxbridge Broadband Fibre Trunk Project; and
 - F) That a copy of this report be forwarded to the Area Municipalities.
-

Report:**1. Purpose**

- 1.1 The purpose of this report is to provide Council with background information and rationale for proceeding with a proposed Regional broadband infrastructure project prior to receipt of project funding from the provincial and federal governments. In that regard, it is recommended to Council that certain critical path activities be undertaken, and financial commitments be made to mitigate schedule risks.

2. Background

- 2.1 Regional Council has previously affirmed their commitment to improving broadband services in the underserved areas of the region, and has supported the development of a business case and comprehensive business plan for a Regional Broadband Network.
- 2.2 Durham Region, through a comprehensive survey of residents and businesses, and a subsequent analysis and technical planning exercise, has identified geographic areas of highest priority for fibre backbone infrastructure which would maximize value and effectiveness in servicing underserved areas.
- 2.3 There have been various recent announcements by Provincial and Federal governments of funding streams, loans, and grant programs for broadband infrastructure. One such program is the Provincial “Improving Connectivity for Ontario” (ICON) Program, for which the Region has an active application in process (see Report [#2020-COW-29](#)).
- 2.4 Funding streams that are specific to broadband infrastructure are limited to areas deemed eligible by the Federal government, based on Federal datasets of internet speed by geography. These eligibility restrictions have unfortunately excluded certain geographies within Durham – areas that staff have independently determined to be a high priority. Efforts have been made to advocate to senior levels of government to revise their eligibility mapping to include high priority areas within the Region, but these efforts have so far been unsuccessful.

- 2.5 One of the geographic areas identified by Regional staff as a high priority for broadband infrastructure, which is not eligible under broadband-specific funding programs from senior levels of government, is the rural area between urban Pickering and the Uxbridge urban area.

3. Previous Reports and Decisions

- 3.1 The following Regional staff reports have been produced recently related to Broadband:
- [#2019-P-3](#) - Connecting Our Communities; A Broadband Strategy for the Region of Durham;
 - [#2020-INFO-5](#) - Durham Region Broadband Program Update;
 - [#2020-EDT-6](#) - Regional Broadband Network Business Case Development and Endorsement of Grant Funding Application;
 - [#2020-INFO-91](#) - Durham Region Broadband Program Update – Improving Connectivity for Ontario (ICON) Program, Stage 1 Application Status; and
 - [#2020-COW-29](#) - Durham Broadband Stage Two Funding Application for the Provincial Improving Connectivity for Ontario (ICON) Program.

4. COVID-19 Resilience Infrastructure Stream (ICIP)

- 4.1 On October 28, 2020, the Ontario Government announced a COVID-19 Resilience Infrastructure funding stream as part of the “Investing in Canada Infrastructure Program” (ICIP). On November 6, 2020, Durham Region was notified of its funding allocation of approximately \$4.8 million under the Local Government Stream for up to five eligible capital projects. An information report is being produced for Council by the Commissioner of Finance detailing specifics of this funding stream, including eligibility requirements, unique program rules, and the list of five infrastructure projects identified by staff. The Pickering-Uxbridge Broadband Fibre Trunk Project is one of the identified projects requiring \$2.8 million of the \$4.8 million total allocation.
- 4.2 Unlike broadband-specific funding programs, this ICIP funding stream does not restrict project eligibility by geography. The Region can therefore capitalize on this opportunity to construct sections of the planned Regional Broadband Network which are ineligible for other streams of funding.

- 4.3 The ICIP funding stream applicable to this project falls under the COVID-19 Response Infrastructure, which requires that the project have a clear rationale of how it will support the Region's response to the COVID-19 pandemic and/or economic recovery.
- 4.4 While the forthcoming information report will provide a more complete summary of this funding stream, the rules which are most relevant to this project are the completion timing requirements, and cost eligibility details:
- Projects must be substantially complete (asset must be ready for use) by December 31, 2021 (the Milestone for Commercial Operation Date, or "MCOB"), in order to receive any funding for the project. Staff have been informed that if a project is not substantially complete by that date, the project becomes wholly ineligible for the program and no costs are recoverable;
 - Project components are eligible for reimbursement only if the components are procured via an open, competitive procurement process in accordance with Provincial public sector guidelines, and only if the procurement contracts are signed after federal project approval, which is expected to be in spring 2021; and
 - The grant does not require matching funding.

5. Pickering-Uxbridge Broadband Fibre Trunk Project

Project Description

- 5.1 The Pickering-Uxbridge Broadband Fibre Trunk Project is a fibre-optic cable infrastructure project following an approximately 35 kilometre route running north along Brock Rd (Regional Rd 1) from Taunton Rd (Regional Rd 4), then west along Regional Rd 21, then north along Regional Rd 47 to the Uxbridge urban area. A route map is included as Attachment #1.
- 5.2 Concept phase project assumptions are as follows:
- A professional services provider will be engaged immediately to provide design, engineering, procurement, project management and/or construction oversight services. Staff are in discussions with IBI Group currently regarding this scope;

- The professional services provider will assist with an RFP to help source and select a builder/contractor;
- High-capacity fibre-optic cable will be procured by the Region;
- PVC conduit with fibre-optic cable will be installed along the route with vaults every 200 to 1,000 metres as required to match the cable lengths procured and to enable Internet Service Providers (ISPs) to tap into the backbone; and
- The services provider, along with the builder/contractor, will perform commissioning and testing activities upon construction completion.

5.3 The proposed project schedule is as follows:

• Engage professional services provider -----	January 2021
• Procure critical long-lead time materials -----	February 2021
• Design completion and Issue for Tender -----	April 2021
• Permits, Crossing Agreements Secured -----	June 2021
• Provincial Grant Funding Agreement -----	Spring 2021
• Engage Builder/Contractor -----	June 2021
• Construction Start -----	June 2021
• Construction Completion -----	October 2021
• Commissioning / Testing Completion -----	December 2021
• Target Commercial Operation Date -----	December 2021

Risks & Mitigation

- 5.4 In terms of technical constructability, the project is relatively straightforward; however, the ability to recover project costs from the grant program depends on achieving this aggressive project schedule.
- 5.5 There is a level of risk that none of the project costs will be recoverable through the grant program if the project is not substantially completed by the grant deadline.
- 5.6 In terms of timing, this project is not one that would ordinarily be regarded as being shovel-ready. It must progress through the full project development cycle over a very short duration, including planning, subsurface utility checks, easements/crossing agreements, design, procurement, construction, commissioning and testing. The total project cost is estimated to be approximately \$3.2 million (inclusive of all professional services and long-lead materials), and the

Region will be applying \$2.8 million of the grant stream funds to this project, leaving an anticipated \$400,000 to be covered by the Region. Accelerated procurement activities may total greater than \$400,000, but staff will make every effort to maximize the proportion of costs that are eligible from the grant funding.

- 5.7 Normally, this project would be scheduled for planning, design, and procurement in 2021, and construction, commissioning and testing in 2022. To accelerate the schedule, staff are recommending accelerated sole source procurement for the design and project management, as well as the pre-purchase of certain long-lead time materials, to mitigate the risk of missing the MCOD. This sole source procurement will have to occur prior to funding agreement execution and will likely render those costs ineligible for reimbursement, and therefore need to be funded by the Region, but this step is required to create an opportunity to reach the MCOD.
- 5.8 It is possible that there will be a high volume of broadband construction occurring around Ontario in 2021, which may put demand pressure on builder/contractors, affecting the lead-time for construction and potentially cost. Due to the high contract value, the Region must ensure the installation of the fibre optic cable remains an eligible cost, so there must be a bidding process for the construction. This contract can only be awarded after the funding agreement with the Province has been executed to remain eligible – which is expected to be in spring 2021. The short duration between the engagement of the builder and the MCOD creates a risk of missing the MCOD. This risk can be mitigated by engaging an experienced professional services provider to manage the project and oversee construction on behalf of the Region.
- 5.9 The proposed budget of \$3.2 million is an estimate based on preliminary estimates. Factors which may impact project costs include:
- Design;
 - The critical long-lead materials procured by the Region might be procured in lengths or specifications that impact cost of construction by the builder;
 - The construction method(s) ultimately required (there are various construction methodologies, each with a different cost, and suitability depends on design requirements and site conditions);
 - Weather, or delays in securing crossing agreements; and
 - Long-term warranty obligations or operating cost.

Project Value & Benefits

- 5.10 While there are risks that could affect the ability of the project to be substantially completed by the MCOB, the project still offers significant value to the Region even if project costs are not recoverable.
- 5.11 It remains a top priority of Council that high-speed broadband infrastructure be prioritized to improve service in underserved areas of the Region, and this project would form part of the planned Regional Broadband Network backbone. Bandwidth on the backbone could be made available by lease to private sector ISPs, making it more financially viable for them to extend middle-mile or last-mile service to individual residents and businesses close to the backbone route.
- 5.12 Expanded broadband infrastructure will assist and improve the resilience of rural businesses and residents to the impacts of COVID-19 by addressing the digital divide in Durham Region. COVID-19 has exacerbated the inequities experienced by residents and businesses who do not have access to adequate broadband. This project will improve access for residents to:
- a. Participate in civic engagement in their local communities through attending public meetings and consultations, which have largely moved online due to COVID-19;
 - b. Access education for students of all ages as the reliance on broadband has increased to support online learning;
 - c. Access healthcare including virtual appointments and telehealth; and
 - d. Implement digital strategies in businesses including access to video conferencing and ecommerce which are critical to individual economic outcomes and business survival in the current environment.
- 5.13 The closer businesses or residents are located to high-speed fibre, the more easily and quickly an ISP will be able to extend services. An analysis has been completed to evaluate the potential for this project to connect structures in underserved areas. The analysis totalled the number of business structures and residential dwellings within 200 metres, and within 1,000 metres, of the planned Pickering-Uxbridge Broadband Fibre Trunk route; the data is tabulated below.

Structure Type	Quantity within 200m	Quantity within 1,000m
Business – Commercial	174	222
Business – Industrial	28	45
Business – Agricultural	7	22
Business – Institutional	59	82
Business – Other / Unknown	5	7
Business – Total	320	432
Residential Dwellings	811	3,720
Traffic Infrastructure		
Traffic Signals	16	19

- 5.14 IBI Group has been developing a Business Case for the Regional Broadband Network, and based on high-level estimates provided, it is expected that future bandwidth lease revenue for this section of fibre-optic cable could be in the range of \$150,000/yr.

Project Relation to Planned Regional Broadband Network

- 5.15 The Region has been advancing a Business Case and Business Implementation Plan for establishing a Regional Broadband Network organization and governance structure, and has developed a planned route map of high-capacity fibre backbones. The planned routes are confidential due to commercial sensitivity. It has not yet been determined whether the Region will wholly control the entity that develops and operates the Regional Broadband Network, or whether the Region will partner with another entity that has operational broadband assets and experience operating and maintaining a network.
- 5.16 The Pickering-Uxbridge Broadband Fibre Trunk Project is a section of the planned network. It is envisioned that this infrastructure would be transferred eventually to the entity that is established to develop and operate the Regional Broadband Network. The Region of Durham does not plan to offer internet services directly to

end customers; it will remain an owner/partner of the Regional Broadband Network entity. This entity, once established, will lease bandwidth to other ISPs for last mile connections.

6. Financial Implications

- 6.1 As per section 8.4 of the Purchasing By-law #16-2020, it is recommended that a single source negotiation be authorized to procure consulting services with IBI Group for the design, engineering, procurement, project management and/or construction oversight of the Pickering-Uxbridge Broadband Fibre Trunk Project, at a value not to exceed \$350,000.
- 6.2 It is further recommended that authorization be provided to procure critical long-lead time materials for the Pickering-Uxbridge Broadband Fibre Trunk Project, including fibre-optic cable, at a total combined value not to exceed \$500,000;
- 6.3 It is recommended that financing be drawn from available 2020 sources, including if necessary, the Capital Impact Stabilization Reserve Fund, at the discretion of the Commissioner of Finance.

7. Relationship to Strategic Plan

- 7.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:

Equitable access to reliable and affordable internet connectivity, impacts many of the regional objectives and priorities that are laid out in the Durham Region Strategic Plan. Specifically:

- Environmental Sustainability:
 - (a) Section 1.5 Expand sustainable and active transportation...through focusing on innovative, *connected*, sustainable and competitive mobility services.
- Community Vitality:
 - (a) Section 2.1 Revitalize existing neighbourhoods and build complete communities that are walkable, *well-connected*, and have a mix of attainable housing; and
 - (b) Section 2.3 Influence the social determinants of health to improve outcomes for vulnerable populations...providing a range of programs, services and supports to address the specific needs of vulnerable populations.

- Economic Prosperity:
 - (a) Section 3.3 Enhance communication and transportation networks to better connect people and move goods more effectively...supporting a full-service broadband network across the region; and
 - (b) Section 3.5 Provide a supportive environment for agriculture and agri-food business...that fosters continued growth in the sector and balances diversification, technological innovation, labour force development and environmental sustainability.
- Service Excellence:
 - (a) Section 5.2 Collaborate for a seamless service experience.... available through multiple channels; and
 - (b) Section 5.4 Drive organizational success through innovation, a skilled workforce, and modernized services.

8. Conclusion

- 8.1 There is an opportunity to use Provincial grant funds through the COVID-19 Resilience Infrastructure funding stream of ICIP to fund the construction of a high-speed fibre-optic broadband trunk along a route between Pickering and Uxbridge, through underserved rural areas of the Region. Broadband infrastructure in this area has been ineligible in the past for other Provincial and Federal funding streams.
- 8.2 While the majority of project costs are eligible for reimbursement through this grant program, there is a risk that the construction and commissioning of the project will not be substantially completed prior to the program's milestone commercial operation date of December 31, 2021, in which case all project costs would become ineligible for reimbursement. Every effort will be made to ensure the project is substantially complete by the deadline in order to capitalize on this grant opportunity.
- 8.3 The project would bring high-speed fibre to within 1,000 meters of 432 businesses and 3,720 residential dwellings, primarily in underserved rural areas of the Region. The project would better enable private sector ISPs to construct last-mile infrastructure in the future, enabling the connection of these businesses and residents. As a future asset of the Regional Broadband Network, this project offers strong value for money.

8.4 The Finance and CS-Legal Departments have reviewed this report and agree with the recommendations.

9. Attachments

Attachment #1: Pickering-Uxbridge Broadband Fibre Trunk Project Route Map

Respectfully submitted,

Original signed by

Brian Bridgeman, MCIP, RPP
Commissioner of Planning and
Economic Development

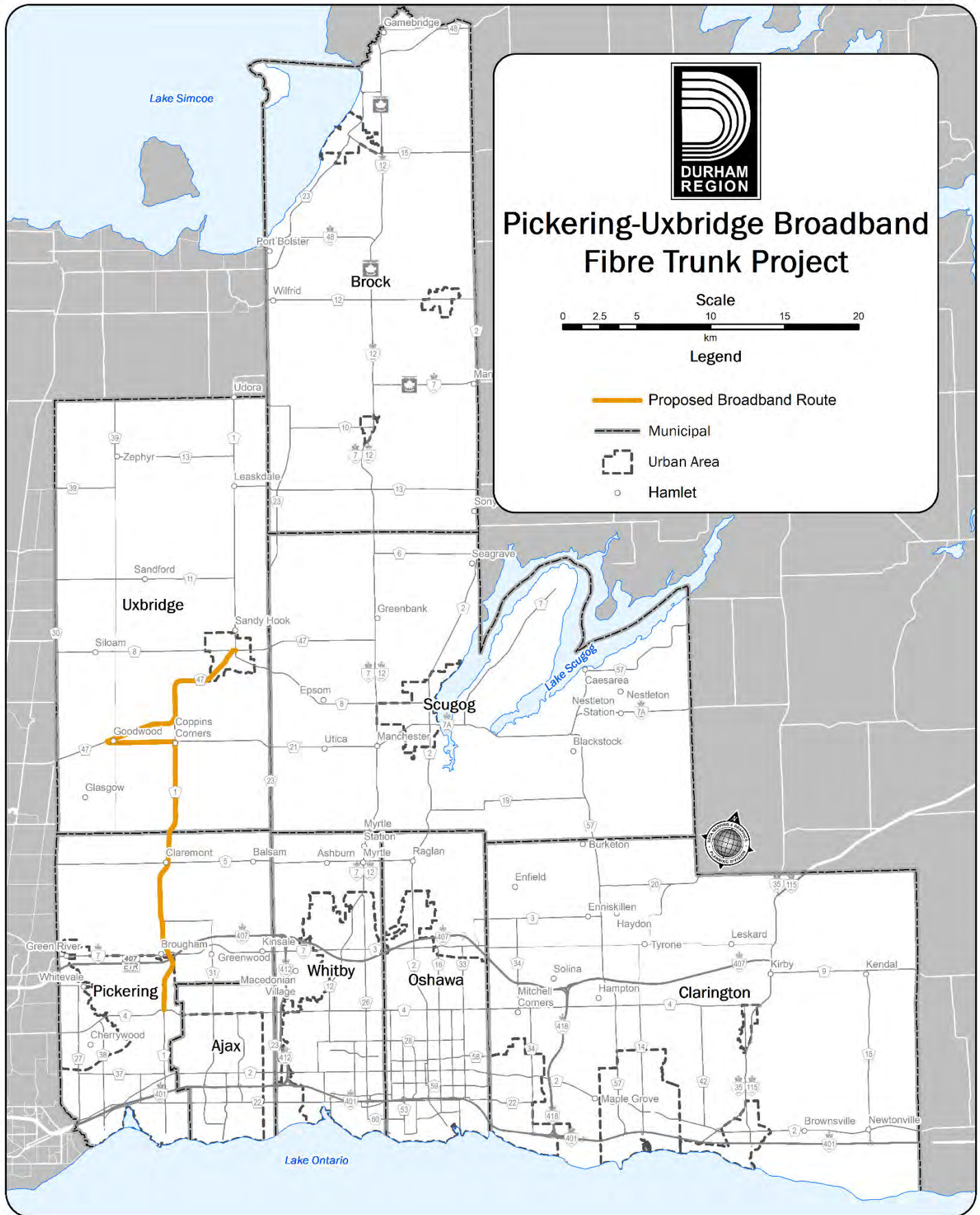
Original signed by

Susan Siopis, P.Eng.
Commissioner of Works

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer



THIS LETTER HAS BEEN FORWARDED
TO THE EIGHT AREA CLERKS



The Regional
Municipality
of Durham

Corporate Services
Department
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Don Beaton, BCom, M.P.A.
Commissioner of Corporate
Services

December 16, 2020

The Honourable Premier Doug Ford
Premier's Office
Room 281
Legislative Building, Queen's Park
Toronto, ON
M7A 1A1

Dear Premier Ford:

**RE: Follow Up Report including Regional Response to the
Provincial Flooding Strategy (2020-COW-33), Our File: C00**

Council of the Region of Durham, at its meeting held on December 16, 2020, adopted the following recommendations of the Committee of the Whole:

- “A) That the in keeping with its constitutional responsibilities for managing flooding, the Province of Ontario should:
 - i) develop a detailed workplan identifying specific deliverables, leadership, partners and timelines for implementation of Ontario’s Flooding Strategy; and
 - ii) clearly identify its multi-year financial commitment to supporting the workplan described above;
- B) That, where such workplans and commitments are developed by the province, the Region offer to share its expertise on provincially led multidisciplinary and/or cross-jurisdictional teams to update and develop related flood policies, guidance documents and programs;
- C) That Regional staff be directed to develop a proposed workplan and budget for the development of a Durham Region Flood Risk Management Strategy, with a focus on increasing property owner education and awareness of their role in the management of flood risks; and

Date:	05/01/2021
Refer to:	Not Applicable
Meeting Date:	Jan. 11, 2021
Action:	null
Notes:	COW - BPED
Copies to:	

- D) That a copy of this report be forwarded to the Ministry of Natural Resources and Forestry, Ministry of Environment, Conservation and Parks, the Association of Municipalities of Ontario (AMO), local area municipalities and conservation authorities (CAs) within Durham Region.”

Please find enclosed a copy of Report #2020-COW-33 for your information.

Ralph Walton

Ralph Walton,
Regional Clerk/Director of Legislative Services

RW/sp

- c: Ministry of Natural Resources and Forestry
Ministry of Environment, Conservation and Parks
Association of the Municipalities of Ontario
B. Jamieson, Clerk, Township of Brock
A. Greentree, Clerk, Municipality of Clarington
M. Medeiros, Clerk, City of Oshawa
S. Cassel, Clerk, City of Pickering
J.P. Newman, Clerk, Township of Scugog
D. Leroux, Clerk, Township of Uxbridge
C. Harris, Clerk, Town of Whitby
N. Cooper, Clerk, Town of Ajax
L. Laliberte, Chief Administrative Officer/Secretary-Treasurer,
Ganaraska Region Conservation Authority
M. Majchrowski, Chief Administrative Officer, Kawartha Region
Conservation Authority
M. Walters, Chief Administrative Officer, Lake Simcoe Region
Conservation Authority
J. MacKenzie, Chief Executive Officer, Toronto and Region
Conservation Authority
E. Baxter-Trahair, Chief Administrative Officer

If this information is required in an accessible format, please contact 1-800-372-1102 ext. 3803



The Regional Municipality of Durham Report

To: Committee of the Whole
From: Chief Administrative Officer
Report: #2020-COW-33
Date: December 9, 2020

Subject:

Follow Up Report including Regional Response to the Provincial Flooding Strategy

Recommendation:

That the Committee of the Whole recommends to Regional Council:

- A) That in keeping with its constitutional responsibilities for managing flooding, the Province of Ontario should:
 - i) develop a detailed workplan identifying specific deliverables, leadership, partners and timelines for implementation of Ontario's Flooding Strategy; and
 - ii) clearly identify its multi-year financial commitment to supporting the workplan described above;
- B) That, where such workplans and commitments are developed by the province, the Region offer to share its expertise on provincially led multidisciplinary and/or cross-jurisdictional teams to update and develop related flood policies, guidance documents and programs;
- C) That Regional staff be directed to develop a proposed workplan and budget for the development of a Durham Region Flood Risk Management Strategy, with a focus on increasing property owner education and awareness of their role in the management of flood risks; and
- D) That a copy of this report be forwarded to the Ministry of Natural Resources and Forestry, Ministry of Environment, Conservation and Parks, the Association of Municipalities of Ontario (AMO), local area municipalities and conservation authorities (CAs) within Durham Region.

Report:**1. Purpose**

- 1.1 In April 2020, Regional Council received [Report #2020-COW-8](#) as a preliminary review of Ontario's Flooding Strategy. Staff undertook to provide a "more thorough examination of the implications of the Strategy for Regional operations and identify opportunities for the Region to share expertise and best practices with the Province".
- 1.2 This follow-up report provides:
- a. A brief primer on flooding including descriptions of the federal, provincial, regional/municipal and conservation authority roles with respect to flooding (Attachment #1);
 - b. A recap of key elements of the Ontario Special Advisor on Flooding Report 2019 and Ontario Flooding Strategy;
 - c. Analysis of the impacts and implications of those actions, policies and strategies for the Region and our five Conservation Authority (CA) partners;
 - d. An outline of the Region's strategies, programs and actions in relation to flooding;
 - e. Implications of actions the Region is undertaking (e.g. requirements for capital funding to address flood risks); and
 - f. Recommendations for the Province to consider as they implement the flooding strategy.

2. Report of the Special Advisor on Flooding 2019

- 2.1 In response to severe flooding in the spring and summer of 2019, the province consulted across Ontario on its flood mitigation and land use planning policies.
- 2.2 The Special Advisor on Flooding was appointed in July 2019 to assess the flood management efforts and advise on ways to improve Ontario's flood policy framework and response. The report released in November 2019 included 66 recommendations.
- 2.3 Key findings of the Special Advisor's report included:
- a. No evidence of negligence in fulfilling their roles by the organizations with specified roles in managing and responding to the flood situation.
 - b. Gaps and lack of clarity exist in the complex jurisdictional roles around flood prevention, forecasting, emergency response and disaster recovery funding.
 - c. Provincial policy frameworks, guidance documents, processes, technical standards around flooding have not been updated to incorporate current best practice, in some cases for decades.

- d. The basis for forecasting, preventing, managing and responding to flooding has not been kept up to date, nor reviewed or expanded to reflect climate change or increasing development pressures in some areas
 - e. Collaboration and communication among the stakeholder organizations and the public could have been improved.
 - f. Fiscal pressures and capacity issues appear to be limiting the efficiency and effectiveness of Ontario's water and flood management policies and processes.
- 2.4 The Advisor notes that jurisdictionally, the primary responsibility for the development and implementation of flood management legislation, regulation, standards policy and flood mitigation measures resides with the province. He suggests establishing the Minister of Natural Resources and Forestry (MNRF) as the lead minister with responsibility, authority and accountability to direct other ministries and public bodies to carry out defined actions on flood-related issues.

Ontario's Flooding Strategy 2020

- 2.5 In response to the Flood Advisor's report, on March 10, 2020 the province released [Protecting People and Property: Ontario's Flooding Strategy](#) which lists seven principles:
- a. Local governments hold the primary responsibility for identifying and managing flood risks.
 - b. Provincial and federal governments must play a key role in supporting local decision making.
 - c. Local decisions on managing flood risk should be based on the latest data and science.
 - d. The most cost effective, sustainable way to reduce risk is to keep people and property out of high-risk areas.
 - e. Where development exists, systems must be in place to support effective early warning and emergency response.
 - f. Flood recovery efforts should incorporate build back better to reduce vulnerability and build community resilience to future flood impacts.
 - g. Risks should be managed collaboratively by governments, conservation authorities, industry, landowners and indigenous communities.
- 2.6 The Strategy outlined five priorities and related actions:

Priority 1: Understanding flood risks through improved mapping by establishing a multi-agency technical team (federal, provincial, municipal, CA) to develop a multi-year plan to update standards, compile data and develop and maintain mapping programs. Increase public awareness of and education about flood risks.

Priority 2: Strengthening governance of flood risks by clarifying roles and responsibilities in identifying natural hazards and for urban flooding and promoting sound land use planning by updating existing provincial policy, legislative and regulatory requirements, and technical guidelines.

Priority 3: Enhance flood preparedness through improved flood forecast and warning systems based on research and use of satellite imagery.

Priority 4: Enhance flood emergency response, review results of disaster recovery assistance programs and support development of federal flood risk reduction initiatives.

Priority 5: Invest in flood risk reduction by leveraging existing provincial infrastructure funding, continuing to provide funding to CA's flood programs, and encourage expansion of federal disaster mitigation and adaptation funding programs.

- 2.7 While Ontario's Flooding Strategy provides a list of "actions" under each of the priority areas, it does not offer a workplan identifying specific deliverables, leadership, partners, timelines or new financial commitments to carry out this work.
- 2.8 Ontario is presently undertaking a province-wide Climate Assessment as directed in the "Made in Ontario Environment Plan" which is intended to provide municipalities with access to the most up-to-date information about the regional climate impacts their communities will be facing.

3. Regional Analysis and Response to Ontario's Flooding Strategy

Updated mapping standards and technology

- 3.1 **Priority 1** of the Ontario Flooding Strategy is **understanding flood risks** through improved mapping, updating survey and mapping standards and tools for accurate consistent identification of flooding hazards is essential. Regional staff note it is critical that these items be updated to recognize the impact of climate change on flood risk and reflect modern technology, standards and best practices for flood mapping. Regional staff supports the establishment of a provincial elevation mapping program as this is beyond the fiscal capacity of most municipalities and CAs.
- 3.2 Mapping of the riverine and shoreline floodplain is a central concept on which many other regulations and policies rely including land use planning and municipal asset management. The province is urged to consistently integrate and apply the updated definitions and standards for flood management across provincial legislation, regulations and policies such as those relating to land use planning decisions and municipal asset management (O.Reg.588/17).
- 3.3 Regional staff support the Flooding Strategy action to improve mapping, policy and best management practices for identifying, maintaining and valuing wetlands.

- 3.4 Regional staff also recommend that:
- a. New standards and guidelines must be commensurate with jurisdictional responsibilities and fiscal capacity. It may be necessary to take a phased approach, supported by senior government funding.
 - b. The process of updating standards should ensure no undue burden of responsibility or cost for specific stakeholders. Senior governments may need to take on a role in mitigating the impact of new standards on property owners.
 - c. The process for updating policies standards and guidelines should include provincial collaboration with municipalities (who share jurisdiction with and fund CAs), CA staff and other stakeholders through task forces and working groups.
- 3.5 **Priority 1** also seeks to **increase public awareness and education** through activities like increasing public access to flood-related information, as well as education and outreach efforts.
- 3.6 Regional staff agree that MNRF should establish a clear communications protocol to inform and involve key stakeholders. The province should also engage and collaborate with municipalities to disseminate flood management education at the local level.

Governance, policy and regulatory updates

- 3.7 **Priority 2** of the strategy **seeks to strengthening governance of flood risks**. This includes actions to clarify roles and responsibilities among the different agencies and responsibilities in identifying natural hazards and managing urban flooding.
- 3.8 Regional staff agree with the need to clarify roles but also recommend that the roles related to flood management must be appropriately aligned with jurisdictional roles and the fiscal capacity/funding tools to deliver the responsibilities assigned. Sufficient funding by senior governments may be needed where impacts on a delivery partner are significant.
- 3.9 The province should consider implementing mechanisms to protect existing property owners from flooding related to new development.
- 3.10 With respect to allowing development along shorelines and near floodplains, the Province should exercise caution in allowing any new development in areas that are now or may become prone to flooding and erosion.
- 3.11 A clear understanding of the roles and responsibilities will be necessary for the proposed inter-disciplinary, multi-agency working groups to develop a multi-year approach to floodplain mapping and to urban flooding as proposed in the provincial strategy. A firm provincial commitment to funding and timelines to complete the effort will be required to gain buy-in from partners.

- 3.12 Regional staff also recommend that the roles of the federal government and other stakeholders including property owners and other private sector actors should be clarified. The policy question for senior governments is whether waterfront property owners who have located near a known hazard should face higher insurance premiums.
- 3.13 Recent changes to the Provincial Policy Statement (PPS) 2020 and changes to the Provincial Growth Plan for the Greater Golden Horseshoe need to be integrated into Ontario's flooding regulations, policies and guidelines. This is vital to ensure development is directed away from flood prone areas as the most effective method of preventing flood damage.
- 3.14 Provincial policies and guidance documents need to be updated to reflect an approach to floodplains and urban flooding that considers new risks associated with climate change. Municipalities like Durham are leading the way in the absence of provincial action. For example, the Region supports drainage standards restricting runoff in urban areas to pre-flow conditions and already has such restrictions in place.
- 3.15 Regional staff note potential conflicts of flood policy with provincial land use plans that encourage intensification, infill and redevelopment inside existing urban boundaries. Areas identified for intensification, such as historic downtowns, may be in a floodplain that expands under updated mapping and definitions. Provincial guidance is needed on how this type of conflict should be addressed by municipal planners. Relying on structural flood-proofing to support development in these areas has inherent risks and can increase the flooding upstream of the flood-proofed lands.
- 3.16 Regional staff strongly recommend that existing Flood Hazard Limit Technical Guidelines continue to restrict landforms, dykes, berms, flood walls and other structural prevention methods. Such methods serve various functions but provide very limited protection to development allowed in or near the floodplain and require ongoing capital investment to maintain them.
- 3.17 Policies such as the Environmental Assessment Act and the PPS deal with new development. Regional staff note a significant policy gap with respect to legacy development in the floodplain or where an existing land use becomes unsafe due to changing flood conditions.
- 3.18 In October 2020, a group of Oakville property owners filed a nearly \$1-billion class action suit against the Town alleging that upstream development of green space has increased runoff and flood risk to their homes, making them more prone to water damage and less valuable. It is difficult to separate the effects of urbanization from the impact of climate change in such circumstances.
- 3.19 Legislating the identification of flood risk properties in a registry or on title could help raise owner awareness of their risks and enable them to take steps to prevent their property from flooding and/or understand their role in response to

- flooding. This could assist municipalities in targeted public education efforts. However, it may also create stigma, affect property values, insurance rates/availability and legal liability. Such a change would need to be made in the context of other supports to the affected property owners.
- 3.20 Ontario's source protection regime may offer a risk management approach for dealing with existing development in a now flood-prone area. Creating a property-level flood-risk management plan based on a standard template could be an option. The template could be provided by their insurance company to help the owner to understand the risk and adopt flood mitigation measures to help protect the property in case of flooding.
 - 3.21 Ontario's Flooding Strategy also suggests that municipalities be required to conduct flood vulnerability studies and develop resiliency plans and enhanced emergency plans for vulnerable areas. The Region is conducting flood vulnerability studies as outlined in Section 4 below.
 - 3.22 Changes to policies and standards may result in needs to upgrade or alter infrastructure to make it more flood resilient. Municipalities will continue to have infrastructure that crosses floodplains to connect to existing communities. In setting these policies, the province needs to consider how the required capital investments can be funded and delivered through mechanisms like long term financial planning, asset management planning, and infrastructure grants.
 - 3.23 **Priority 3 - Enhance flood preparedness** includes activities to "maintain flood forecasting and warning" and "review" and "explore" potential enhancements to provincial monitoring and modelling, and research and the use of remote sensing and satellite-based flood monitoring and mapping services. Regional staff supports the Province leading these activities which are beyond the capacity of municipalities and CAs to undertake.
 - 3.24 Under **Priority 4 - Enhance flood response and recovery**, Regional staff support the continued implementation of the Auditor General's recommendations for improving emergency management in Ontario and the introduction of emergency management software to improve emergency interactions with municipalities. The Region supports clarification of roles and improved communication among levels of government to support coordinated emergency response.
 - 3.25 A review of disaster recovery assistance, including evaluation of a "build back better" approach is also supported. The option of senior government funded buyouts of properties that are now repeatedly flooded may need to be considered as less costly than ongoing emergency response and disaster relief.
 - 3.26 Ontario's Flooding Strategy emphasizes the shared responsibility to identify and manage flood risks and events by various governments and agencies and the need for collaboration. This statement is inconsistent with recent patterns of declining provincial funding to conservation authorities.

- 3.27 Historically, funding to conservation authorities was a 50/50 split between the province and member municipalities. Across Ontario, municipal contributions now represent about 53% of CA revenues. In contrast, the provincial contribution now represents only 8% of CA revenue province-wide, with the balance coming from CA revenue generation. In the mid-1990's, provincial funding to CAs was cut by 42% over two years¹ and has continued to decline. In April 2019, MNRF announced a 50 per cent cut to the funding provided to CAs for flood management².
- 3.28 While **Priority #5 is to invest in flood risk reduction**, the strategy identifies no new provincial investments. Instead it refers to leveraging existing funding programs that are already fully subscribed and aligning potential provincial contributions with unnamed future federal funding.
- 3.29 The strategy further suggests that the federal government should expand their funding (National Disaster Mitigation Program) to support flood mapping in critical areas. It also references municipalities applying local improvement charges or area ratings to finance flood protection while offering no new Provincial commitments.
- 3.30 To deliver on the objectives of the flooding strategy, the Province will need to commit additional funding and resources to key partners, including CAs. Municipal ability to increase funding for these activities, through measures like local improvement charges may be impractical and inadequate and require significant administrative burden to manage.
- 3.31 These comments and recommendations echo the findings of the recent AMO discussion paper on flooding entitled "Come Hell or High Water: Flooding Climate Change and Municipal Responses" noting three crucial actions required:
- a. Clarifying governance and sharing responsibility between levels of government, residents, private property-owners, and other stakeholders to address flooding;
 - b. Fixing the patchwork of floodplain mapping and other flood data available to municipalities across Ontario; and
 - c. Implementing dedicated federal-provincial funding for municipal flood protection and adaptation infrastructure, with a focus on promoting green infrastructure projects and natural asset strategies." (AMO, 2020, p.4)
- 3.32 The paper also stresses the need for "an allocation of resources based on the principle of sharing responsibility. A federal-provincial partnering investment would be a crucial first step".

1 Figures from article by Rachel Williams, Novae Res Urbis: Greater Toronto and Hamilton Area, Wednesday February 13 2019, Vol. 22 No. 7

2 See also news article by Allison Jones, Canadian Press, April 22, 2019 at <https://www.cbc.ca/news/canada/toronto/ontario-flooding-cuts-conservation-1.5105897>,

4. Regional Actions and Strategies Related to Flooding

Regional Climate Change Action Plan/Master Plan – Vulnerability Assessments

- 4.1 Municipalities play major roles in prevention, mitigation, preparedness, response and recovery in relation to flooding.
- 4.2 In January 2020, the Region declared a climate change emergency and is advancing implementation of the award-winning Durham Community Climate Adaptation Plan (DCCAP) including risk assessments for flooding.
- 4.3 The DCCAP Transportation Working Group, in collaboration with the Flood Working Group, is leading two flood vulnerability assessment projects:
 - a. riverine flood risk assessment, and
 - b. urban flood risk assessment.
- 4.4 The riverine project will assess the impact of riverine flooding on roads and storm structures under current and future climate scenarios. This study will then screen those road assets for their ability to meet the intended level of service. The objectives of this project are to help the Region identify:
 - a. Bridges and culverts that are good candidates for upsizing to inform future asset management plans;
 - b. Roads that are vulnerable to flooding under different flood scenarios to inform future disaster route planning; and
 - c. Prioritize roads that require investment to increase resilience to changing climate.
- 4.5 This project began in early fall 2020 and covers the Toronto and Region Conservation Authority (TRCA) managed watersheds within Durham Region. This work is anticipated to conclude by Summer 2021. With a proof of concept completed in Durham watersheds covered by TRCA, the project is expected to expand in subsequent phases to the rest of Durham Region in collaboration with CA partners.
- 4.6 The urban flooding project is a high-level screening exercise to assess the extent of flooding risk within the urban stormwater system. The objective is to improve the understanding of the spatial priorities for urban flood risk reduction. This project began mid-fall 2020, covers all of Durham Region and is anticipated to conclude by Fall 2021.
- 4.7 These flood vulnerability assessments will identify risks and gaps that can be incorporated into asset management planning and prioritized and addressed through capital plans within the Region's Business Planning and Budget process. Assessments will also provide us with a pipeline of projects that could be eligible for federal and provincial infrastructure or climate change adaptation funding programs.

Future Climate Projection Modeling

- 4.8 The Region worked with the Ontario Climate Consortium, and climate scientists from the University of Toronto, to develop updated climate projection modelling. This work was finalized in early 2020. An infographic which summarizes key results (including extreme precipitation projections) is attached for reference (Attachment 2). The new climate projection model projects climate data for the short (2011-2040), mid (2040-2070) and long (2071-2100) term based on a business-as-usual global greenhouse gas emissions scenario. The general objective of this climate projection model is to provide data for the Region's climate change adaptation planning efforts and provide a consistent approach that can be utilized by regional staff, local area municipalities and CAs for decision making and analysis.

Intensity-Duration-Frequency (IDF) Curve Update Project

- 4.9 Rainfall IDF statistics that are used in municipal infrastructure design and operations are based on historical rainfall records, and therefore are of limited utility in addressing future rainfall regimes associated with climate change. The Region is working collaboratively with CA and local area municipal staff, and academic experts at the University of Toronto, to explore potential updates to IDF curves. The (potential) new IDF curves will better equip the Region, CAs and local area municipalities to design, construct, operate and maintain municipal assets that are resilient to future climate and offer the intended level-of-service.

Homeowner Flood Readiness

- 4.10 The Region's website has flood-ready tips for residents. Staff also hosted a [homeowner flood education webinar in May 2020](#) to share simple actions homeowners can take to protect their homes from flooding. A recording can be found at <https://www.youtube.com/watch?v=22YI5cA9uZw&t=8s>.

Water and Wastewater Climate Adaptation and Asset Management Pilot

- 4.11 Durham Region has joined a cohort of five municipalities (City of Toronto, Hamilton, Regions of Peel and Halton) undertaking a pilot climate change risk assessment focused on water and wastewater assets. Strategies will be reviewed to reduce risks and impacts from extreme weather events and long-term climatic changes. As work progresses, the framework may be used for other asset classes and ultimately asset groups beyond water and wastewater. The Pilot is anticipated to be complete by March 2021.

Planning policies

- 4.12 Consistent with provincial policy, the Regional Official Plan (ROP) directs new development away from floodplains and vulnerable areas and has been effective in this regard. The ROP directs area municipal official plans to include natural heritage features and their associated vegetation protection zones (VPZ). In shoreline residential areas defined in the ROP, the VPZ is a minimum of 30

metres, consistent with provincial policy. Envision Durham - the municipal comprehensive review of the ROP, is examining the addition of policies related to:

- a. best management practices in shoreline management;
- b. the development of strategies to mitigate the impacts of climate change on vulnerable areas;
- c. the provision of green infrastructure; and
- d. protection, enhancement and restoration of key natural heritage features as nature-based solutions.

- 4.13 Area municipal plans also contain policies that promote the protection of natural heritage, the use of green infrastructure, tree planting, and sustainable design practices that are intended to prevent and mitigate flooding impacts.

Durham Emergency Management

- 4.14 Durham Region has a well-developed emergency management capability and 24/7 monitoring. However, we have not experienced a Region-scale flood emergency and have identified this as an area for enhanced planning.

Support to Conservation Authorities

- 4.15 Durham Region contributes to the operations of conservation authorities. In 2020, this amounts to almost \$8.4 million provided to the five CAs within the Region to support watershed management activities. This does not include funding provided to CAs as fees for services related to specific projects.

Other Actions

- 4.16 The Town of Whitby is investigating the use of climate adjusted IDF curves. Average IDF curves will be derived from this analysis and applied to the Lynde Creek precipitation model to evaluate the impact of climate change on flood risk.
- 4.17 The Regional Chair, and the Mayors of Whitby and Oshawa and the Chair of the Central Lake Ontario Conservation Authority (CLOCA) contacted Metrolinx regarding flooding caused by railway infrastructure in southern Durham Region. Metrolinx was asked to consider the bridge and culverts during scheduled maintenance updates to relieve some flooding issues caused by the railway tracks.
- 4.18 A 2017 study by the Central Lake Ontario Conservation Authority (CLOCA) identified flood prone areas according to the expected impact based on the type and occupation of structures affected. CLOCA also recently completed a Lake Ontario Shoreline Management Plan³.

³ See at <https://www.cloca.com/lake-ontario-shoreline-hazard-manag>

5. Implications of Regional Actions

- 5.1 These actions demonstrate the Region's commitment to addressing flood risks that are anticipated to increase with climate change. Working with local area municipalities and conservation authorities, the Region has invested in planning and action.
- 5.2 The climate change vulnerability studies now underway will provide the Region with a clearer picture of infrastructure needs and the program changes required to adapt to changes in Durham's climate and extreme weather events. It is important to note that this work is also consistent with the Region's currently approved Corporate Strategic Asset Management Policy and provincial regulatory requirements to consider climate adaptation as part of asset management planning.
- 5.3 One outcome will be identifying infrastructure needs for capital funding for special projects to address new needs and retrofits through the Region's multi-departmental asset management program to bring existing infrastructure to a more resilient state, to be addressed through the region's Business Planning and Budget process.
- 5.4 Sustained funding for conservation authorities will be required to carry out flow forecasting and monitoring programs, integrated watershed management programs and natural capital restoration programs to build ecosystem resilience and reduce the impact of extreme weather on communities. The Province should be encouraged to increase their contribution to this work as a critical support for Ontario's flooding strategy.

6. Relationship to Strategic Plan

- 6.1 This report aligns with/addresses the following strategic goals and priorities in the Durham Region Strategic Plan:
- a) Goal 1: Environmental sustainability – objective 1.4 Demonstrate leadership in sustainability and addressing climate change
 - b) Goal 2: Community Vitality – objective 2.2 Enhance community safety and well being.
- 6.2 This report also responds in part to the [Region's declaration of a climate emergency on January 29, 2020](#) and is provided in follow up to [Report 2020-COW-8](#).

7. Conclusion

- 7.1 The province is commended for responding to the Report of the Special Advisor on Flooding with Ontario's Flooding Strategy. Many of the priorities and activities outlined in the strategy align with Regional goals and actions on flooding.

- 7.2 The urgent next step is for the province to develop an implementation plan in keeping with their lead role in this area and their own legislation. The workplan should include specific deliverables, partners and timelines for implementation of Ontario's Flooding Strategy and a multi-year provincial funding commitment and a phased plan to support that work.
- 7.3 As a jurisdiction that is leading with action and investments to reduce the impacts of climate change-related flooding on our community, the Region may be able to offer expertise to provincially led, multidisciplinary and/or cross-jurisdictional teams to update and develop related flood policies, guidance documents and programs.
- 7.4 A clear financial commitment and plan from the province will be vital to successfully engage partners and expertise available from leading municipalities like Durham Region and the conservation authorities.
- 7.5 In advance of a clear workplan and funding for the Province's strategy, and recognizing the significant policy changes since the release of that strategy particularly concerning the role and mandate of conservation authorities, there is an opportunity for the Region to work proactively with local partners to establish a Durham Region Flood Risk Management Strategy that addresses key gaps especially as it relates to homeowner education and awareness.
- 7.6 This report was prepared with input from the CAO's Office, Planning and Economic Development, Finance, Works and Corporate Services – Legal.
- 7.7 For additional information, contact: Ian McVey, Manager of Sustainability, at ian.mcvey@durham.ca or 905-668-7711, extension 3803.

8. Attachments

- a) Attachment #1: Brief Primer on Flooding and Federal, Provincial, Municipal and Conservation Authority Roles in Flood Management
- b) Attachment #2: Climate Trends for Durham Region Under the Current Pace of Greenhouse Gas Emissions

Recommended for Presentation to Committee

Original signed by

Elaine C. Baxter-Trahair
Chief Administrative Officer

Attachment # 1: Brief Primer on Flooding and Federal, Provincial, Municipal and Conservation Authority Roles in Flood Management Flooding is a natural occurrence, generally defined as water inundating an area of land that is normally dry. In Ontario, the most common causes of flooding are rapid snow melt and excessive rainfall, sometimes in combination.

Major Types of Flooding

Riverine flooding occurs when rivers or streams overflow their banks into an area known as the floodplain. In some cases, at spring break up, ice may clog the channel of a river, creating a flood upstream of the blockage. Riverine floods often take time to develop, providing time to prepare or evacuate.

Shoreline or coastal flooding along lakes may occur due to high water conditions, often in combination with wind-driven waves or severe storms.

Urban flooding occurs where rainfall runoff is channeled from roads, parking lots, buildings and other impervious surfaces to storm sewers (minor system) and the major systems (using the roads for conveyance) that cannot handle the flow. It usually occurs as a result of an often very localized rainstorm that drops a high amount of rain in a very short time. For example, in July 2013, 126 mm of rainfall was recorded at Pearson Airport in just five hours causing major damage to infrastructure including roads, bridges and subways. And yet surrounding municipalities experienced less than 25 mm of rain in the same period.

The financial impacts of the July 2013 storm to the City of Toronto were \$10.1 million in operating costs and \$55.5 million in capital requirements. More than 1,400 people had to be rescued from a GO Train stranded in the Don Valley. 4,700 basement flooding complaints were received by the city and 5,784 (uninsured and insured) claims were filed reflecting private property damage. By September 2013, the Insurance Bureau of Canada reported that over \$850 million in insurance claims had been received.⁴

Causes of Flooding

Many factors contribute to flooding including weather events (heavy or prolonged rain, sudden snowmelt), and human-driven elements such as increased urbanization which adds impermeable surfaces and alters natural drainage patterns. It is important, given climate projections that all infrastructure owners continue to address asset risk and potential climate consequences by monitoring, revisiting and adjusting design standards and life-cycle maintenance requirements within adaptation programs. Shoreline flooding along Lake Ontario may also be influenced by decisions of the International Joint Commission associated with managing water levels on the Great Lakes and St Lawrence River.

⁴ See City of Toronto report at <https://www.toronto.ca/legdocs/mmis/2013/ex/bgrd/backgroundfile-61502.pdf> --- for more information.

Increasingly flooding factors are also linked to climate change. Scientific evidence published by the Intergovernmental Panel on Climate Change and in the U.S. National Climate Assessment shows that the escalation in severe weather around the globe is attributable to climate change and that these loss trends will only worsen in the future. In Ontario, as is the case in many jurisdictions, flooding is the threat that represents the greatest cumulative losses.

Durham Region's recently updated future climate modelling projects a 20 to 30 per cent increase in annual precipitation by mid-century under a business-as-usual global greenhouse gas emissions scenario. Storms are expected to become more frequent and intense, including the number of extreme precipitation days which increases the risk of hazardous conditions and property damage.

Consequences of Flooding

Since 2000, the cost of floods in Canada has increased dramatically to roughly \$30 billion in 2019. Severe flooding was experienced in Ontario in both 2017 and 2019. The Great Lakes remain at record high levels in 2020.

Financial liability for flood-related damages is concentrated: of the \$800 million in average annual uninsured losses attributed to flooding, nearly 75 per cent of the burden is borne by property owners.⁵

Flood Risk Management

Responsibility for managing flood risk in Ontario is shared between all three levels of government (federal, provincial and municipal), as well as conservation authorities, the private sector (land developers, real estate professionals, the banking and insurance industry), and property-owners.

Federal Role and Action on Flooding

The federal government's role in managing flood risk is primarily capital funding for municipal infrastructure through programs such as the Investing in Canada Infrastructure Program (ICIP) and post-disaster financial assistance programs such as the Disaster Mitigation and Adaptation Fund (DMAF), and the National Disaster Mitigation Program (NDMP).

Both the federal and provincial governments participate in the International Joint Commission (IJC) with respect to managing water levels on the Great Lakes. In the fall of 2020, the Commission is reviewing their order regulating Lake Ontario outflow, along with the regulation rules (known as Plan 2014) and is consulting shoreline communities, including Durham Region, and conservation authorities to gather information on high water impacts.

⁵ Henstra, D & Thistlethwaite, J. (2017). *Flood Risk Management: What is the Role Ahead for the Government of Canada*. Centre for International Governance Innovation.

In addition to capital infrastructure funding, the federal government also provides funding for updating flood risk maps and provides important meteorological data (e.g. rain gauges) that inform the monitoring and forecasting of flood risk at the local level.

The federal government launched a new Canadian Centre for Climate Services in October 2018 to enhance access to climate data and local capacity to integrate future climate projections into municipal planning (e.g. water infrastructure).

The December 2019 mandate letter for Canada's Minister of Environment and Climate Change instructs the Minister to:

- a. Work with the Minister of Natural Resources and provinces and territories to complete all flood maps in Canada; and
- b. With the support of the Minister of Agriculture and Agri-Food, create a new Canada Water Agency to work together with the provinces, territories, Indigenous communities, local authorities, scientists and others to find the best ways to keep our water safe, clean and well-managed.

Provincial Role and Action on Flooding

The province's key role in flood management is to develop policy that serves to protect people and property from flooding impacts. Its efforts to prevent, manage and respond to flooding are reflected in a significant body of provincial legislation, regulation and policy. These include the Planning Act and Provincial Policy Statement, the Conservation Authorities Act, the Emergency Management and Civil Protection Act, the Environmental Assessment Act, the Lakes and Rivers Improvement Act, regulations related to asset management planning for municipal infrastructure, and a series of natural hazards technical guides and standards.

In the past the province has made significant investments in floodplain mapping and flood infrastructure. The Ministry of Natural Resources and Forestry plays a key (but not exclusive) provincial role in flood mapping, monitoring and management.

Regional/Municipal Role and Actions related to Flooding

Municipalities play several critical roles in flood prevention and mitigation through:

- c. land use planning to ensure that development is directed away from floodplains and vulnerable areas, that wetlands and natural areas are protected, and permeable surfaces are retained;
- d. assessing current asset resiliency and the design and development of municipal infrastructure such as roads, bridges, culvert, and minor and major stormwater conveyance systems through asset management planning;
- e. implementation of building codes and climate change adaptation plans;
- f. community education and preparedness;
- g. emergency planning and response coordination; and
- h. community recovery and restoration (e.g. waste removal).

Some of these roles are mandated in provincial legislation and policy, then implemented by official plan policy and local bylaws. The Region is also a key funding partner of Conservation Authorities, particularly for watershed planning and management.

While Ontario's new flooding strategy identifies a "primary role" for municipalities in identifying and managing flood risk, recent legislative changes in Bill 229 appear to weaken local authority. ([See Report 2020-P-26](#)).

Durham Region staff participated and led the Regional Public Works Commissioner of Ontario's Climate Change Subcommittee to complete a Climate Resilience Roadmap for Municipal Infrastructure and Systems. The goal was to develop an Ontario-focused approach for municipalities to address climate risks, including flooding, on infrastructure and systems by building on existing best practices. The guide also recognized the importance of varying municipal priorities and equity and provided guidance to priority setting so municipalities can move towards climate-resilient infrastructure.

In the Summer 2020, Durham Region staff participated in focus groups on flooding conducted by AMO with member municipalities. The goal was to gather their recent experiences with riverine, lake-based and urban flooding as input to their paper on flooding and drought response in context of climate change.

With respect to the municipal role in community education and preparedness, a 2017 nation-wide study from the University of Waterloo, revealed low public awareness of flood risks. It also found that responsibilities and costs related to flooding were being downloaded from federal and provincial levels to municipalities, conservation authorities and property owners. "This policy shift comes as the costs of flooding continue to grow and flood risk increases in a changing climate."⁶

This study showed that although 83% of Canadians feel they have a responsibility to protect their property from flood damage, less than 30% have taken action (e.g. installed sump pumps or back-flow valves, purchased overland flood insurance, etc.). There is low awareness of the flood risk in their area or how that may have increased due to climate change.

Conservation Authorities Role and Actions related to Flooding

Conservation authorities play a critical role in the prevention and mitigation of flood risks at the watershed scale. They have responsibility for documenting flood risk through floodplain mapping, and for the identification of flood vulnerable areas. Within floodplains and flood vulnerable areas CAs are mandated by the province to regulate development through issuance of permits to limit exposure to flood risk. CAs also work to reduce flood

⁶ From [CANADIAN VOICES ON CHANGING FLOOD RISK](#) Findings from a National Survey, Jason Thistlethwaite, Daniel Henstra, Shawna Peddle and Daniel Scott, April 2017.

risk by operating a flood forecasting and warning program, maintaining flood control infrastructure, and implementing remedial works projects.

Changes to the Conservation Authorities Act as part of Bill 108 passed in June 2019 focused the activities of CAs to core mandatory programs and services including the risk of natural hazards, source protection responsibilities, and management of lands owned by the authority. Other programs and services can be delivered upon request by the Region via a memorandum of understanding (MOU) between the authority and the municipality.

The Ontario Fall 2020 budget (Bill 229) includes further proposed changes to the role of CAs in planning and permitting within floodplains and flood vulnerable areas. Proposed changes to the Conservation Authorities Act would authorize the Minister of Natural Resources and Forestry to assume jurisdiction for certain permit applications in place of the CA. Proposed changes to the Planning Act would prohibit CAs from appealing a planning decision to the Local Planning Appeal Tribunal (LPAT) or becoming a party to an appeal before LPAT. ([See Report 2020-P-26](#)).

Regulations have not yet been released to accompany the CA Act changes brought in by Bill 108 or Bill 229. Following release of the regulations, new MOUs will be negotiated by the Region with its five CAs.

The changes the province has made to the Act and constraints to CA budgets in 2019 seem inconsistent with amplifying the CA role in flood protection, mapping, forecasting and management as is suggested in the provincial flooding strategy.

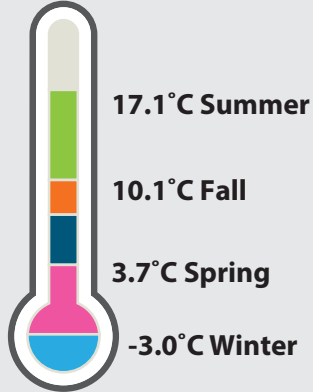
CLIMATE TRENDS FOR DURHAM REGION

UNDER THE CURRENT
PACE OF GREENHOUSE
GAS EMISSIONS

MEAN TEMPERATURE

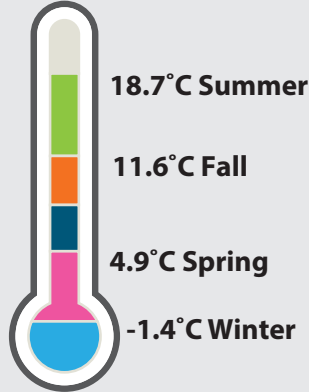
By the end of the century, Durham Region is expected to warm by 5°C, leading to more variable and extreme weather

1971-2000



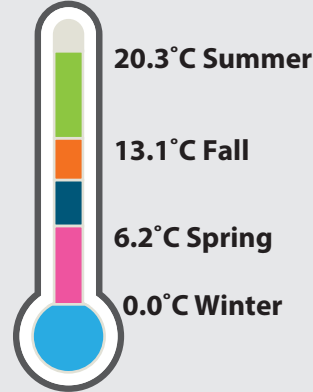
7.1°C ANNUAL

2011-2040



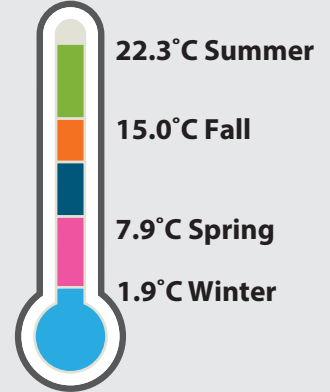
8.6°C ANNUAL

2041-2070



10.1°C ANNUAL

2071-2100



12.1°C ANNUAL

DAYS ABOVE 30°C



A 6-fold increase in the number of extreme heat days is expected by the end of the century, which will pose significant risks to people's health and well-being

DAYS BELOW -20°C



As winters become warmer, less snow and ice conditions are expected with more precipitation falling as rain instead of snow, which increases the risk of flooding among other impacts

ANNUAL PRECIPITATION

Measured in millimetres (mm)

Storms are expected to become more frequent and intense, including the number of extreme precipitation days which increases the risk of hazardous conditions and property damage

1971-2000

952.4

2011-2040

1,075.0

2041-2070

1,117.5

2071-2100

1,231.6

Development Services Department
Planning Services

December 16, 2020

Ralph Walton, Regional Clerk
The Regional Municipality of Durham
605 Rossland Road East
Whitby, ON L1N 6A3

Date:	05/01/2021
Refer to:	Not Applicable
Meeting Date:	Jan 11, 2021
Action:	null
Notes:	COW - BPED
Copies to:	

File: A-2200-0023

**Re: Durham Region's Municipal Comprehensive Review: City Comments on
Employment Conversion Requests**

Please be advised that at a meeting held on December 14, 2020, Oshawa City Council adopted the following recommendation:

1. That Report DS-20-149 dated December 4, 2020, be endorsed as the City's comments on the four (4) private landowner requests to convert employment lands within Oshawa to non-employment purposes that have been submitted to the Region of Durham as part of Envision Durham, the Municipal Comprehensive Review of the Durham Regional Official Plan and as outlined in Section 5.3 of said Report; and,
2. That, pursuant to Report DS-20-149 dated December 4, 2020, Planning Services staff be authorized to submit to the Region of Durham for consideration as part of the Envision Durham Municipal Comprehensive Review the City's request to convert three (3) areas of employment lands in Oshawa to permit non-employment uses, as outlined in Section 5.4 of said Report; and,
3. That staff be authorized to forward a copy of Report DS-20-149 dated December 4, 2020 and the related Council resolution to the Region of Durham and Durham area municipalities; and,
4. That Site 4 and lands south of Site 4 be endorsed for consideration of requested conversion.

Attached is Report DS-20-149 for your reference.

In addition to the foregoing, Staff would like to note that in 2015 Council requested the Region of Durham to re-designate certain lands in Oshawa from Employment Areas to Living Areas in the Durham Regional Official Plan to implement the City's proposed amendments in accordance with the comments contained in Report DS-15-218 as follows:

- Amend Schedule 'A' – Map A4 to redesignate the lands located south of the Hydro One Networks Inc. hydro corridor, between the west branch of the Oshawa Creek and the Windfields Regional Centre, from "Employment Areas" to Living Areas".

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- Amend Schedule 'A' – Map A4 to redesignate the lands located south of the Enbridge and TransCanada pipelines, between the east branch of the Oshawa Creek and the Windfields Regional Centre, from "Employment Areas" to Living Areas".
- Amend Schedule 'A' – Map A4 to redesignate the lands located south of Highway 401, west of Park Road South, north of the Canadian National Railway mainline and east of Stevenson Road South from "Employment Areas" to "Living Areas", to be consistent with the Region's 1995 approval of Amendment 40 to the Oshawa Official Plan.

Attached is Report DS-15-218 for your reference. The requests made by City Council pursuant to Report DS-15-218 remain valid and should be considered by the Region of Durham through this Municipal Comprehensive Review exercise.

If you require further information or clarification, please contact Laura Brown at the address shown or by telephone at (905) 436-3311, extension 2125 or by email to labrown@oshawa.ca.



Meaghan Harrington, Manager
Policy
Planning Services

LB/c
Attachments

c. Durham area municipalities



Public Report

To: Development Services Committee

From: Warren Munro, HBA, RPP, Commissioner,
Development Services Department

Report Number: DS-20-149

Date of Report: December 4, 2020

Date of Meeting: December 10, 2020

Subject: Durham Region's Municipal Comprehensive Review: City
Comments on Employment Conversion Requests

File: A-2200-0023

1.0 Purpose

The purpose of this report is two-fold:

- (a) To obtain a Council position on four (4) private landowner requests involving the conversion of employment lands within Oshawa to non-employment purposes that have been submitted to the Region of Durham (the "Region") as part of Envision Durham, the Municipal Comprehensive Review (M.C.R.) of the Durham Regional Official Plan (D.R.O.P.); and,
- (b) To seek Council's direction with respect to requesting the Region to consider the potential conversion of employment lands identified by City staff in three (3) separate areas of the City, to permit non-employment uses.

The Region has requested that the City provide comments on the private landowner employment land conversion requests by December 31, 2020. The Region has also requested the submission of City-initiated employment conversion requests by December 31, 2020.

Attachment 1 is a map showing the location of the first employment land conversion request by a private landowner (G8 Oshawa Investments Limited), located north of Highway 407 East between Thornton Road North and Simcoe Street North.

Attachment 2 is a map showing the location of the second employment land conversion request by a private landowner (Shake Nur Islam and Shila Islam), located at 204, 210, 214, 218, 226, and 230 Cordova Road and 742 and 744 Oxford Street.

Attachment 3 is a map showing the location of the third employment land conversion request by a private landowner (1151390 Ontario Inc.), located north of Highway 401 between Thornton Road South and the Oshawa-Whitby boundary and within the planned

future Thornton's Corners Major Transit Station Area (M.T.S.A.). It is important to note that this employment land conversion request by a private land owner also includes land in the Town of Whitby.

Attachment 4 is a map showing the location of the fourth employment land conversion request by a private landowner (1387925 Ontario Ltd.), located north of Winchester Road East between Bridle Road and Ritson Road North.

Attachment 5 is a map showing the location of the first employment land conversion request identified by City staff to permit non-employment uses in the area of Oxford Street between Cordova Road and the Canadian National Railway including the City-owned Oxford Street road allowance north of Valencia Road. This request includes the area identified on Attachment 2 as the second employment area conversion request by a private landowner.

Attachment 6 is a map showing the location of the second employment land conversion request identified by City staff to permit non-employment uses, generally located at the northwest corner of Highway 407 East and Simcoe Street North.

Attachment 7 is a map showing the location of the third employment land conversion request identified by City staff to permit non-employment uses, located within the proposed boundary of the planned future Thornton's Corners M.T.S.A. This request includes the area identified on Attachment 3 as the third employment land conversion request by a private landowner but excludes the portion in the Town of Whitby.

Attachment 8 contains excerpts from Zoning By-law 60-94, containing a list of permitted uses in various Zones which are relevant to the employment lands in Oshawa subject to this Report.

2.0 Recommendation

That the Development Services Committee recommend to City Council:

1. That Report DS-20-149 dated December 4, 2020, be endorsed as the City's comments on the four (4) private landowner requests to convert employment lands within Oshawa to non-employment purposes that have been submitted to the Region of Durham as part of Envision Durham, the Municipal Comprehensive Review of the Durham Regional Official Plan and as outlined in Section 5.3 of said Report.
2. That, pursuant to Report DS-20-149 dated December 4, 2020, Planning Services staff be authorized to submit to the Region of Durham for consideration as part of the Envision Durham Municipal Comprehensive Review the City's request to convert three (3) areas of employment lands in Oshawa to permit non-employment uses, as outlined in Section 5.4 of said Report.
3. That staff be authorized to forward a copy of Report DS-20-149 dated December 4, 2020 and the related Council resolution to the Region of Durham and Durham area municipalities.

3.0 Executive Summary

On May 2, 2018, Regional Council authorized Durham Region staff to proceed with Envision Durham, the Municipal Comprehensive Review of the Durham Regional Official Plan.

On February 5, 2019, the Region initiated the first stage (“Discover”) of the public engagement program for Envision Durham by launching a project web page and public opinion survey.

On March 5, 2019, the Region initiated the second stage (“Discuss”) of the public engagement program where participants were asked to provide input on various theme-based discussion papers. To date, the Region has released six discussion papers on the following topics:

- Agriculture and Rural System Discussion Paper (released March 5, 2019);
- Climate Change and Sustainability Discussion Paper (released May 7, 2019);
- Growth Management – Urban System Discussion Paper (released June 4, 2019);
- Environment and Greenlands System Discussion Paper (released September 3, 2019);
- Transportation System Discussion Paper (released October 1, 2019); and,
- Housing Policy Planning Discussion Paper (released December 3, 2019).

As previously directed by Council, the City has submitted comments to the Region on the six discussion papers related to the Agriculture and Rural System, Climate Change and Sustainability, Growth Management, Environment and Greenlands, Transportation and Housing.

The Region has now initiated the third stage (“Direct”) of the Envision Durham public engagement program. Between June 25, 2020 and September 23, 2020, the Region provided a ninety (90) day submission window for the public, including the development community, to submit employment conversion requests. The final date to submit a request for consideration through Envision Durham was September 23, 2020.

The Region has now requested that the City provide comments on the four (4) employment conversion requests received from private landowners with respect to employment lands located in Oshawa by December 31, 2020.

The Region has also advised staff that the submission of City-initiated employment conversion requests at this time is appropriate for consideration through the Envision Durham process.

This Department recommends that the comments in Section 5.3 of this Report on the four (4) private landowner’s employment conversion requests in Oshawa be endorsed as the City comments. This Department further recommends that the three (3) areas of employment lands in Oshawa identified in Section 5.4 of this Report be endorsed by Council, and submitted to the Region of Durham as the City’s submission for employment conversion requests.

4.0 Input From Other Sources

The following have been consulted in the preparation of this report:

- Chief Administrative Officer
- Economic Development Services

5.0 Analysis

5.1 Envision Durham: The Municipal Comprehensive Review of the Durham Regional Official Plan

On May 2, 2018, Regional staff received authorization to proceed with Envision Durham, the M.C.R. of the D.R.O.P. Envision Durham is an opportunity to undertake a core review of the current D.R.O.P. and establish a progressive and forward-looking planning vision for the Region up to 2051.

On February 5, 2019, the Region initiated the first stage (“Discover”) of the public engagement program for Envision Durham by launching a project web page and public opinion survey. With the release of the first of a series of discussion papers on March 5, 2019, Regional staff launched the second stage (“Discuss”) of the engagement program, where participants were asked to provide input on various themes presented through the discussion papers.

To date, the following six discussion papers have been released:

- Agriculture and Rural System Discussion Paper (released March 5, 2019);
- Climate Change and Sustainability Discussion Paper (released May 7, 2019);
- Growth Management – Urban System Discussion Paper (released June 4, 2019);
- Environment and Greenlands System Discussion Paper (released September 3, 2019);
- Transportation System Discussion Paper (released October 1, 2019); and,
- Housing Policy Planning Discussion paper (released December 3, 2019).

As previously directed by Council, the City has submitted comments to the Region on the six discussion papers related to the Agriculture and Rural System, Climate Change and Sustainability, Growth Management, Environment and Greenlands, Transportation and Housing.

The Region has now initiated the third stage (“Direct”) of the public engagement program. Under this stage, the Region provided a ninety (90) day submission window for the public, including the development community, to submit employment conversion requests. The final date to submit a request for consideration through Envision Durham was September 23, 2020.

The Region has now requested that City comments on the four (4) employment conversion requests received from private landowners with respect to employment lands located in Oshawa be submitted by December 31, 2020.

The Region has also requested the submission of City-initiated employment conversion requests by December 31, 2020.

5.2 Principles and Criteria for Evaluating Employment Conversion Requests

Protecting and maintaining an adequate supply of employment land is important to the economic vitality of the Region and the City. Designated Employment Areas play a specific and unique role in supporting the expansion of existing companies, attracting and accommodating businesses and creating local job opportunities.

One component of Envision Durham's Growth Management Study is to understand the Region's ability to accommodate the Growth Plan for the Greater Golden Horseshoe's (Growth Plan) employment forecast of 460,000 jobs by 2051 for the Region and to determine where and how much Employment Area lands are needed to accommodate the forecasted employment. The Growth Management Study also involves looking at existing designated Employment Areas and evaluating the appropriateness of redesignating certain areas to permit non-employment uses (e.g. residential).

On June 24, 2020, Regional Council endorsed the Proposed Employment Area Conversion Criteria and Submission Review Process (Report #2020-P-11) which outlines a formal process, including evaluation criteria, for considering requests for Employment Area conversions through Envision Durham.

The guiding principles for evaluating Employment Area conversion requests, as endorsed by Regional Council, are as follows:

1. Protect Employment Areas in proximity to major transportation corridors and goods movement infrastructure to ensure businesses have access to a transportation network that safely and efficiently moves goods and services.
2. Maintain the configuration, location and contiguous nature of Employment Areas in order to prevent fragmentation and provide business supportive environments.
3. Provide a variety of Employment Area lands in order to improve market supply potential and Regional attractiveness to a variety of employment sectors and business sizes.
4. Maintain or improve the employment function and job potential of Employment Areas.
5. Support efforts of transformational change in Major Transit Station Areas (M.T.S.A.s) if it can be demonstrated that the employment and job potential of Employment Areas can be maintained or improved.
6. Align with municipal interests and policies related to Employment Areas.
7. Limit and/or mitigate land use incompatibilities where necessary.
8. Consider the Provincial interests and guidance regarding Provincially Significant Employment Zones.

Based on the Provincial policy direction, the following Regional Council endorsed evaluation criteria are being used by the Region to evaluate all Employment Area conversion requests, including the four (4) private landowner requests within the City of Oshawa:

1. To satisfy the Provincial Policy Statement, it must be demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.
2. To satisfy the Growth Plan, it must be demonstrated that:
 - There is a need for the conversion;
 - The lands are not required over the horizon of the Growth Plan (i.e. up to 2051) for the employment purposes for which they are designated;
 - The municipality will maintain sufficient employment lands to accommodate forecasted employment growth to the horizon of the Growth Plan;
 - The proposed uses would not adversely affect the overall viability of the Employment Area or the achievement of the minimum intensification and density targets in the Growth Plan, as well as any other applicable policies; and,
 - There are existing or planned infrastructure and public service facilities to accommodate the proposed uses.
3. The site is not located in proximity to major transportation corridors and goods movement infrastructure.
4. The site does not offer direct access to major transportation corridors and goods movement infrastructure.
5. The site is located outside or on the fringe of an assembly of Employment Areas.
6. The site offers limited market supply potential for Employment Area development due to size, configuration, access, physical conditions, and/or servicing constraints, etc.
7. The proposed conversion to non-employment uses is compatible with surrounding land use permissions and potential land use conflicts can be mitigated.
8. The conversion of the proposed site to non-employment uses would not compromise the overall supply of large Employment Area sites at the Regional or Area Municipal level.
9. The conversion request demonstrates total job yield of the site can be maintained or improved.
10. The conversion request is within a proposed M.T.S.A.

11. The conversion request is supported by Area Municipal staff/Council and does not conflict with municipal interests and policies.
12. The conversion of the site would not present negative cross-jurisdictional impacts that could not be overcome.

The Region had a ninety (90) day submission window for the public, including the development community, to submit employment conversion requests. The final date to submit a request for consideration through Envision Durham was September 23, 2020.

A total of forty-two (42) employment conversion requests were received by the Region. Four (4) of the submissions are for lands within the City of Oshawa. Additional details and staff comments on the four (4) submissions for lands within Oshawa are provided in Section 5.3 of this Report.

5.3 Staff Analysis of Employment Conversion Requests by Private Landowners

Table 1 provides a brief summary of each conversion request submitted by private landowners to the Region.

Table 1: Summary of Employment Land Conversion Requests by Private Landowners in Oshawa

Request Number	Landowner/Municipal Address/Legal Description	Location Description	Land Area (Approximate)	Description of Request
1	Requestor: G8 Oshawa Investments Limited Address: Portion of 2869 Thornton Road North; portion of 305 Columbus Road West (requestor's ownership); portion of Part 8 on Plan 40R-26210; portion of 2900 Simcoe Street North (not owned by the requestor)	The subject lands are located north of Highway 407 East between Thornton Road North and Simcoe Street North (see Attachment 1).	26.64 hectares (65.85 ac.)	To re-designate lands from Employment Areas to Living Areas to permit residential uses. The proposal would enable the development of 750 to 1,062 residential units on the lands owned by the requestor. The request also includes lands outside of the requestor's ownership.

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Meeting Date: December 10, 2020

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Request Number	Landowner/Municipal Address/Legal Description	Location Description	Land Area (Approximate)	Description of Request
2	<p>Requestor: Shake Nur Islam and Shila Islam</p> <p>Address: 204, 210, 214, 218, 226 and 230 Cordova Road (requestor's ownership); 742 and 744 Oxford Street (not owned by the requestor)</p>	The subject lands are located east of Park Road South, south of Valencia Road, and are located at the northwest corner of the intersection of Cordova Road and Oxford Street (see Attachment 2).	0.63 hectares (1.56 ac.)	To re-designate lands from Employment Areas to Living Areas to permit residential development. The request includes lands owned by requestor as well as lands outside of the requestor's ownership.
3	<p>Requestor: 1151390 Ontario Inc.</p> <p>Address: 0 Thornton Road South</p>	The subject lands are located north of Highway 401 between Thornton Road South and the Oshawa-Whitby boundary, and extend into the Town of Whitby (see Attachment 3).	<p>34.27 hectares (84.68 ac.)</p> <p>Area within City of Oshawa: 20.29 hectares (50.14 ac.)</p>	Lands are proposed to be included in the boundary of the Thornton's Corners M.T.S.A. and allow for the development of a mix of land uses.

Request Number	Landowner/Municipal Address/Legal Description	Location Description	Land Area (Approximate)	Description of Request
4	Requestor: 1387925 Ontario Ltd. Address: 2751, 2867 and 2940 Bridle Road and 2830 Ritson Road North	The subject lands are located on the north side of Winchester Road East, between Bridle Road and Ritson Road North (see Attachment 4).	11.39 hectares (28.14 ac.)	To re-designate lands from Employment Areas to permit mixed residential (up to 630 units) and non-residential uses including commercial, retail, and employment uses (up to 23,000 sq. m. of gross floor area). It is staff's understanding that this request does not include the lands designated Open Space and Recreation in the Oshawa Official Plan.

Staff have assessed each of the four (4) private landowner requests against the eight (8) guiding principles and the twelve (12) evaluation criteria and have formulated comments on each.

The following sections provide a summary of staff comments and a recommendation for each employment conversion request.

5.3.1 Private Landowner Employment Conversion Request Number 1

The lands associated with Private Landowner Employment Conversion Request Number 1 ("Site 1") comprise a portion of 305 Columbus Road West owned by G8 Oshawa Investments Limited who submitted the request. The request also includes a portion of 2869 Thornton Road North and a portion of Part 8 on 40R-26210 and a portion of 2900 Simcoe Street North, which are not owned by G8 Oshawa Investments Limited (see Attachment 1).

Key details about Site 1 are as follows:

- **Requestor:** G8 Oshawa Investments Limited.
- **Site Area:** Approximately 26.64 hectares (65.85 ac.).

- **Lot Frontage:** The lands have approximately 113 metres (371 ft.) of frontage on the east side of Thornton Road North and approximately 122 metres (403 ft.) of frontage on the west side of Simcoe Street North.
- **Regional Official Plan Designation:** The lands are designated Employment Areas on Schedule “A”, Regional Structure, of the D.R.O.P.
- **Oshawa Official Plan Designation:** The lands are designated Industrial and Open Space and Recreation on Schedule “A”, Land Use, of the Oshawa Official Plan (O.O.P.). The portion of Site 1 adjacent to Simcoe Street North is also subject to Policy 2.4.5.19 of the O.O.P. which states as follows:

“2.4.5.19 Notwithstanding any other policies of this Plan to the contrary, the uses permitted on lands designated as Industrial fronting Simcoe Street North in Oshawa, north of the Highway 407 corridor and south of the community of Columbus, shall be limited to offices, cultural uses, recreational and community uses and hotel uses that are compatible with and sensitive to the heritage character of Columbus, and can be designed in a manner that is respectful of this character. Further, through the diligent application of site planning techniques – with particular attention to buffers, building orientation, scale and intensity of development – the permitted uses shall exhibit a high quality of urban design, in consideration of this location as a gateway to the historic community of Columbus.”

(OPA 179)”

- **Zoning:** AG-A (Agricultural Zone). A list of permitted uses in the AG-A Zone is included in Attachment 8.
- **Servicing:** Servicing not available.
- **Current Use:** Agricultural with no buildings.
- **Adjacent Land Uses:**
 - North** Agricultural land, valleylands and low density residential development associated with the Columbus Community, beyond which is Columbus Road West
 - South** Agricultural land including an associated single detached dwelling adjacent to Thornton Road North, beyond which is Highway 407 East
 - East** Simcoe Street North, beyond which is vacant agricultural land
 - West** Thornton Road North, beyond which is agricultural land with associated farm buildings and single detached dwellings

- **Request/Development Proposal:** Re-designate to permit residential uses. G8 Oshawa Investments Limited anticipates that Site 1 will be able to accommodate between 750 and 1,062 residential units.

Staff Comments:

In evaluating the proposed conversion request for Site 1, staff do not support the request for the following reasons:

- The lands are required over the horizon for employment purposes to achieve the City's 2031 forecasted employment growth target contained in the Oshawa Official Plan (O.O.P.).
- The proposed use will impact the viability of the employment area that is located directly to the south of the lands.
- The lands are located in proximity to Highway 407 East, a major transportation and goods movement corridor.
- The proposed land conversion would necessitate the provision of an appropriate buffer (e.g., an enhanced road design with a larger right-of-way width) along an extended interface to ensure an appropriate level of compatibility with employment uses directly to the south.
- Staff are undertaking a Municipal Class Environmental Assessment for a Type "C" Arterial Road which would be impacted by this Request. In addition it would impact the timing and delivery of the Columbus Part II Plan.
- The proposed land conversion would not minimize the exposure and interface of residential to employment uses.
- The elongated configuration of Site 1 is not optimal to achieve efficient use of the land.

Staff note that consultation with the Ministry of Transportation (M.T.O.) would be appropriate given that a portion of the lands are owned by M.T.O. and form part of the M.T.O.'s Species at Risk Compensation Lands.

Notwithstanding the above, staff support the re-designation of the portion of the lands owned by M.T.O. that are subject to this employment conversion request, from Employment Areas to Major Open Space Areas consistent with the City-initiated Employment Conversion Request Number 2 (see Attachment 6).

5.3.2 Private Landowner Employment Conversion Request Number 2

The lands associated with Private Landowner Employment Conversion Request Number 2 ("Site 2") comprise 204, 210, 214, 218, 226, and 230 Cordova Road which are owned by Shake Nur Islam and Shila Islam who submitted the request. The request also includes 742 and 744 Oxford Street which are not owned by Shake Nur Islam and Shila Islam (see Attachment 2).

Key details about Site 2 are as follows:

- **Requestor:** Shake Nur Islam and Shila Islam.
- **Site Area:** Approximately 0.63 hectares (1.56 ac.).
- **Lot Frontage:** The lands have approximately 97 metres (318 ft.) of frontage on the north side of Cordova Road and approximately 65 metres (215 ft.) of frontage on the west side of Oxford Street.
- **Regional Official Plan Designation:** The lands are designated Employment Areas on Schedule “A”, Regional Structure, of the D.R.O.P.
- **Oshawa Official Plan Designation:** The lands are designated Industrial on Schedule “A”, Land Use, of the O.O.P.
- **Zoning:** GI (General Industrial Zone). A list of permitted uses in the GI Zone is included in Attachment 8.
- **Servicing:** Water and sanitary services are available.
- **Current Use:** Single detached dwellings and associated accessory buildings.
- **Adjacent Land Uses:**

North	A single detached dwelling, parking associated with an automobile repair garage and an industrial mall establishment, beyond which is Valencia Road
South	Cordova Road, beyond which are single detached dwellings and apartment buildings
East	Oxford Street, beyond which are apartment buildings and block townhouses associated with the Lawlor Court Co-op and the Oshawa Creek
West	A sheet metal manufacturer, beyond which is a single detached dwelling and a truck transport terminal
- **Request/Development Proposal:** Re-designate to permit low and medium density residential uses including a five (5) storey apartment building on the requestor’s lands at 204, 210, 214, 218, 226 and 230 Cordova Road.

Staff Comments

In evaluating the proposed employment conversion request for Site 2, staff generally support the conversion request for the following reasons:

- The lands have historically been used for residential purposes and are already occupied by single detached dwellings.

- The proposed conversion is compatible with surrounding residential land use permissions and existing residential uses.
- The lands in the immediate surrounding area to the south and the east are zoned Residential in the O.O.P.
- The lands are located outside of a Provincially Significant Employment Zone.
- The lands are located on the fringe of an Employment Area and do not impact the configuration, location and contiguous nature of the Employment Area to the west of Park Road South.
- The lands offer limited market supply potential for employment uses given the configuration, access and size of the lands, and the need for land assembly.
- The lands should be considered a Regeneration Area as defined in the D.R.O.P. given that this is an area in transition with vacant lands and/or buildings that are in need of revitalization, which may redevelop for non-employment land uses. As such, the lands should retain an employment designation in the O.O.P. until such time as further studies are initiated to determine appropriate alternatives for non-employment land uses.
- City Council previously requested the Region to amend Schedule “A”- Map A4 of the D.R.O.P. to re-designate the lands east of Park Road South, on the south side of Cordova Road and on the north and south sides of Malaga Road, from Employment Areas to Living Areas through the adoption of Report DS-15-218 dated December 7, 2015, since these lands are designated Residential in the O.O.P.

5.3.3 Private Landowner Employment Conversion Request Number 3

The lands associated with Private Landowner Employment Conversion Request Number 3 (“Site 3”) comprise 0 Thornton Road South (see Attachment 3), located on the west side of Thornton Road South, straddling Stellar Drive (formerly known as the future Consumers Drive extension). These lands extend further west into the Town of Whitby.

Key details about Site 3 in Oshawa are as follows:

- **Requestor:** 1151390 Ontario Inc.
- **Site Area:** Approximately 34.27 hectares (84.68 ac.) in total (Oshawa and Whitby portions). The approximate area of land pertaining to the City of Oshawa portion is 20.29 hectares (50.14 ac.).
- **Lot Frontage:** The lands have approximately 403 metres (1,324 ft.) of frontage on each of the north and south sides of Stellar Drive in the City of Oshawa and approximately 393 metres (1,290 ft.) of frontage on the west side of Thornton Road South.
- **Regional Official Plan Designation:** The lands are designated Employment Areas on Schedule “A”, Regional Structure, of the D.R.O.P.

- **Oshawa Official Plan Designation:** The lands are designated Industrial on Schedule “A”, Land Use, of the O.O.P. Staff note that the D.R.O.P. and the O.O.P. both currently show a future commuter station located on the west side of Thornton Road South north of Stellar Drive, as implemented through Regional Official Plan Amendment 171 to the D.R.O.P. and Amendment 179 to the O.O.P. An amendment to both the D.R.O.P. and O.O.P. is required to reflect the new proposed location for a future commuter station on the east side of Thornton Road South in accordance with Metrolinx’s newest rail alignment proposal. The following key O.O.P. land use policies apply to Site 3:

“2.1.8.2 One or more land use and urban design studies shall be undertaken by the City, in consultation with Metrolinx, the Region of Durham and other appropriate agencies, to prepare Master Land Use and Urban Design Plans and implementing guidelines for Transportation Hubs and areas adjacent to Commuter Stations in the City. The Master Land Use and Urban Design Plans will guide comprehensive development within Transportation Hubs and areas adjacent to Commuter Stations to ensure a high quality, coordinated urban environment where buildings, spaces and connections are designed with pedestrian priority. Master Land Use and Urban Design Plans shall be undertaken for the following areas:

- (c) Lands adjacent to the future Thornton’s Corners GO Station – the future Thornton’s Corner GO Station is strategically positioned to serve Trent University’s Oshawa campus on the east side of Thornton Road South, south of King Street West, Durham College’s Whitby campus on Champlain Avenue, east of Thickson Road South, and the commercial gateway comprising the Champlain East Sector. Upon confirmation by Metrolinx of its intention to locate a GO Station at this location, a Master Land Use and Urban Design Plan and implementing guidelines shall be prepared, in consultation with the Town of Whitby, to appropriately guide development in a defined area of influence around the station, the limits of which shall be established through the study and shown on Schedule “B-1”. Provided Metrolinx has confirmed its intention to locate a GO Station at this location, substantial development in the vicinity of this Commuter Station may not proceed prior to the completion of a Master Land Use and Urban Design Plan and implementing guidelines except in accordance with Policy 2.1.8.5. If it is determined that the area subject to the Master Land Use and Urban Design Plan should appropriately include lands within the Champlain East Sector, the relevant components of the Master Land Use and Urban Design Plan shall be integrated into and/or addressed as part of the comprehensive urban design

study and implementing guidelines required in accordance with Section 2.2.10.9 regarding the Champlain East Sector;

- 2.1.8.4 Master Land Use and Urban Design Plans and implementing urban design guidelines prepared for the Transportation Hubs and areas adjacent to future Commuter Stations identified in Policy 2.1.8.2 of this Plan shall address the following:
- (a) The promotion of a higher order of built form and intensity in accordance with Policy 2.1.7.1 of this Plan, in recognition of these areas' critical role in supporting existing and future transit services;
 - (b) The identification of appropriate residential types and densities in accordance with Policy 2.1.7.1 of this Plan, where an existing underlying land use designation(s) permits residential development or where, as a result of a land use and urban design study, a new underlying land use designation(s) is established pursuant to an amendment to this Plan that permits residential development; **(OMB PL170051)**
 - (c) The identification of appropriate non-residential uses (including those in mixed-use residential buildings where an existing underlying land use designation(s) permits mixed-use residential development or where, as a result of a land use and urban design study, a new underlying land use designation(s) is established pursuant to an amendment to this Plan that permits mixed-use residential development) in accordance with Policy 2.1.7.1 of this Plan, with restrictions on automobile-oriented land uses such as drive-through facilities, automobile body shops, automobile repair garages, automobile sales and service establishments, vehicle storage in association with automobile rental establishments, and automobile service stations and fuel bars, and with consideration given to promoting uses with generally higher employee densities; **(OMB PL170051)**
 - (d) The establishment of detailed urban design criteria dealing with the following:
 - (i) The provision of a high quality streetscape that is pedestrian oriented, coordinated on both sides of the street, and emphasizes the importance of the relationship between the public and private realms, to facilitate an urban environment where the design of buildings, spaces and connections reflects pedestrian priority;

- (ii) The location and arrangement of general building envelopes, including establishing guidelines for setbacks and built frontage which reinforce the street edge and provide spatial definition to the public realm;
 - (iii) The design and siting of parking, loading and service areas to minimize the visual impact of such areas from the street and break-up large expanses of asphalt with landscaping;
 - (iv) The provision of high quality design for all buildings and landscaping in these areas, to promote an attractive, safe, comfortable and engaging walking environment;
 - (v) The identification of Gateway Sites, and their appropriate design and landscape treatment;
 - (vi) The incorporation of public art in both the private and public realms;
 - (vii) The incorporation and coordination of walking and cycling routes and linkages, trailheads, and transit routes, stations and stops, to create a vibrant and vital place to support the active transportation experience;
 - (viii) Safe, accessible, attractive and convenient access to sidewalks and walking and cycling routes and linkages from adjacent development; and
 - (ix) The consideration of safety and Crime Prevention Through Environmental Design (CPTED) principles in the design of the streetscape and abutting lands;
- (e) The location of road intersections, the location and coordination of all access points (including pedestrian and cycling access locations) and necessary road and signalization improvements;
 - (f) The location and coordination of higher order transportation options in a manner that facilitates seamless transfer;
 - (g) Road operating criteria including operating speed, traffic signal progression, right-of-way width requirements, access spacing and placement of raised medians,

consistent with the intended function of the road in an area where active transportation is the priority;

- (h) Opportunities for high-quality parks and publicly accessible open spaces (e.g., outdoor gathering/sitting spaces), with these spaces designed with tree protection and preservation as a primary consideration, as well as opportunities to integrate new natural and artificial shade structures, where appropriate;
- (i) Development of a parking management strategy; and
- (j) Opportunities for the preservation (including potential adaptive re-use) of buildings of cultural heritage value or interest. **(OMB PL170051)**

- **Zoning:** SI-A (Select Industrial Zone)/GI (General Industrial Zone) for the lands in Oshawa north of Stellar Drive (formerly known as the future Consumers Drive extension), and SI-A (Select Industrial Zone)/GI (General Industrial Zone)/SPC-A(6) (Special Purpose Commercial Zone) “h-35” for the lands in Oshawa south of Stellar Drive.

A list of permitted uses in each respective Zone is included in Attachment 8.

- **Servicing:** Water services are available along Thornton Road South and Stellar Drive. Sanitary services are available along Thornton Road South north of Champlain Avenue to just north of Stellar Drive. However, sanitary services have not yet been extended along Stellar Drive.
- **Current Use:** Vacant land.
- **Adjacent Land Uses:**
 - North** A hydro station, hydro corridor and the Canadian Pacific Railway mainline, beyond which are semi-detached dwellings
 - South** Vacant land, beyond which is a hotel, a banquet hall, truck rental establishment and commercial and office space
 - East** Thornton Road South, beyond which is a building material supplier, RV storage and vacant land, as well as the Canadian Pacific Rail spur line along which the future Thornton’s Corners GO Station is proposed to be located
 - West** Vacant land in the Town of Whitby
- **Request/Development Proposal:** To be included within the boundary of Thornton’s Corners M.T.S.A. and allow for associated mixed-use permissions (i.e. both residential and non-residential uses).

Staff Comments

In evaluating the proposed employment conversion request for Site 3 in Oshawa, staff generally support the request for the following reasons:

- The draft delineation of the Thornton's Corners M.T.S.A. includes the Oshawa portion of the land in Site 3. The delineation takes into account a variety of factors including mixed-use development, proximity to transit and other considerations of highest and best uses for the area.
- The Region should consider through the land needs assessment process the potential for the M.T.S.A. surrounding the planned future Thornton's Corners GO Station to accommodate opportunities for appropriate residential development.
- The lands have the ability to support change in the M.T.S.A. provided that it can be demonstrated that the employment and job potential is improved as a result of the re-designation, and the City's ability to meet and accommodate forecasted employment in the City is not affected negatively. Establishing M.T.S.A. specific employment targets should be considered. Alternatively, any employment lands that are converted in the Thornton's Corners M.T.S.A. should be replaced elsewhere in the City in order that the City's employment targets can be achieved.
- There are opportunities for prestige employment growth as the lands are in proximity to the Trent University Durham GTA Campus and the Durham College Whitby Campus.
- The lands are located in a Provincially Significant Employment Zone which supports the mixed-use permissions of the M.T.S.A. (i.e. both residential and non-residential).
- The proposed Thornton's Corners GO Station will be located on the east side of Thornton Road South and will support mixed-use development (i.e. both residential and non-residential uses).
- The lands provide direct access to major transportation corridors such as the Highway 401 which supports the mixed-use permissions of the M.T.S.A. (i.e. both residential and non-residential).

Staff note that mixed use development in this area should be contingent upon the Thornton's Corners GO Station being constructed and the ability to meet the City's employment growth objectives.

5.3.4 Private Landowner Employment Conversion Request Number 4

The lands associated with Private Landowner Employment Conversion Request Number 4 ("Site 4") comprise 2751, 2867 and 2940 Bridle Road and 2830 Ritson Road North (see Attachment 4).

Key details about Site 4 are as follows:

- **Requestor:** 1387925 Ontario Ltd.
- **Site Area:** Approximately 11.39 hectares (28.14 ac.).
- **Lot Frontage:** The lands have approximately 105 metres (347 ft.) of frontage on the east side of Bridle Road, approximately 693 metres (2,275 ft.) of frontage on the north side of Winchester Road East and approximately 118 metres (388 ft.) of frontage on the west side of Ritson Road North.
- **Regional Official Plan Designation:** The lands are designated Employment Areas and Major Open Space Areas on Schedule “A”, Regional Structure, of the D.R.O.P.
- **Oshawa Official Plan Designation:** The lands are designated Industrial and Open Space and Recreation on Schedule “A”, Land Use, of the O.O.P.
- **Zoning:** SI-C (Select Industrial Zone) “h-45”, OSH (Hazard Lands Open Space Zone) and AG-A (Agricultural Zone).

A list of permitted uses in each respective Zone is included in Attachment 8.

- **Servicing:** Sanitary and water services available at terminus of Bridle Road at Winchester Road East.
- **Current Use:** Agricultural lands, the Oshawa Creek and a single detached dwelling and associated garage.
- **Adjacent Land Uses:**

North	A hydro corridor, beyond which is Highway 407 East and associated stormwater management facilities
South	Winchester Road East, beyond which are agricultural land, single detached dwellings and a golf course
East	Ritson Road North, beyond which is a privately-owned recreational facility and open space valleyland
West	Bridle Road, beyond which is a hydro corridor and agricultural land
- **Request/Development Proposal:** Re-designate to permit mixed residential development (up to 630 units) and non-residential uses including commercial, retail, and employment uses [up to 23,000 square metres (247,569.94 sq. ft.) of gross floor area]. It is staff’s understanding that this request does not include the lands designated Open Space and Recreation in the O.O.P. corresponding to the creek valley bisecting the site.

In evaluating the proposed employment conversion request for Site 4, staff have concerns with the conversion request for the following reasons:

- The request is premature for the reasons set out below in this section.
- The lands are required over the horizon for employment purposes to achieve the City's 2031 forecasted employment growth target contained in the O.O.P.
- City-initiated amendments to the O.O.P. and the Zoning By-law 60-94 to pre-zone the East Windfields Industrial Area for industrial development were undertaken in 2014.
- On March 18, 2019, Council adopted Report DS-19-28, dated February 20, 2019. Report DS-19-28 recommended designating the industrial lands located south of Highway 407 East in Oshawa as a Provincially Significant Employment Zone, including the East Windfields Industrial Area which is generally bounded by the TransCanada and Enbridge pipelines corridor to the south, the Bridle Road road allowance to the west, a Hydro One Networks transmission corridor to the north and Ritson Road North to the east.
- The requestor's proposed use for Site 4 will impact the viability of the remnant employment area located directly south of Site 4, on the south side of Winchester Road East.
- The proposed use could impact the planned function of the Windfields Main Central Area in the O.O.P. to develop major commercial and high density residential development, including impacts on servicing capacity.
- The lands are located in proximity to Highway 407 East, a major transportation and goods movement corridor.

Staff note that if the Region does support this request, the Region should have consideration for the employment lands to the south of Winchester Road East and the viability to develop these lands for employment uses given the requestor's proposal to develop Site 4 for more sensitive land uses such as Residential.

Staff further note that the Greenbelt boundary should be moved to Ritson Road North in accordance with Ontario Regulation 59/05's removal of land from the Protected Countryside area of the Greenbelt, forming a portion of 2770 and 2830 Ritson Road North.

5.4 Staff Analysis of Proposed City-initiated Employment Conversion Requests

In addition to the employment conversion requests submitted by private landowners to the Region, staff have identified three (3) separate areas of the City to consider for the potential conversion of employment lands to permit non-employment uses.

Table 2 provides a brief summary of each proposed City-initiated employment conversion request.

Table 2: Summary of Proposed City-initiated Employment Conversion Requests in Oshawa

Request Number	Landowner/Municipal Address/Legal Description	Location Description	Land Area (Approximate)	Description of Request
1 (Site 5)	Address: 204, 210, 214, 218, 226, 230, 240 and 248 Cordova Road, 700, 742 and 744 Oxford Street, and 178-228 Valencia Road including 0 Valencia Road and the City-owned Oxford Street road allowance north of Valencia Road.	The subject lands are located east of Park Road South, south of the Canadian National Railway mainline, and form the northwest quadrant of Cordova Road, Oxford Street and Valencia Road (see Attachment 5). This City-initiated request includes the area subject of the request from a private landowner (see Attachment 2).	3.37 hectares (8.32 ac.)	To re-designate lands from Employment Areas to Living Areas to permit a Regeneration Area in the O.O.P.
2 (Site 6)	Address: Portion of Part 8 on Plan 40R-26210; portion of Part 12 on Plan 40R-26210 and portion of 2900 Simcoe Street North	The subject lands are located north of Highway 407 East between Thornton Road North and Simcoe Street North (see Attachment 6).	30.56 hectares (75.52 ac.)	To re-designate lands from Employment Areas to Major Open Space Areas.

Request Number	Landowner/Municipal Address/Legal Description	Location Description	Land Area (Approximate)	Description of Request
3 (Site 7)	Address: Various properties along Thornton Road South, Champlain Avenue and Stellar Drive	The subject lands are located north of Highway 401 between the Canadian Pacific Railway mainline and the Oshawa-Whitby boundary (see Attachment 7). This City-initiated request includes the area in Oshawa subject of the request from a private landowner (see Attachment 3).	49.36 hectares (121.97 ac.)	To consider accommodating opportunities for mixed-use development (i.e. both residential and non-residential).

The following sections provide a summary of staff comments for the three proposed City-initiated employment conversion requests.

5.4.1 City-initiated Employment Conversion Request Number 1

The lands associated with the City-initiated Employment Conversion Request Number 1 ("Site 5") comprise of 204, 210, 214, 218, 226, 230, 240 and 248 Cordova Road, 700, 742 and 744 Oxford Street, 178 to 228 Valencia Road including 0 Valencia Road, and the City-owned Oxford Street road allowance (see Attachment 5).

Key details about Site 5 are as follows:

- **Site Area:** Approximately 3.37 hectares (8.32 ac.).
- **Lot Frontage:** The lands have approximately 179 metres (587.27 ft.) of frontage on the north and south side of Valencia Road, approximately 158 metres (518.37 ft.) of frontage on the north side of Cordova Road and approximately 131 metres (429.79 ft.) of frontage on the west side of Oxford Street.
- **Regional Official Plan Designation:** The lands are designated Employment Areas on Schedule "A", Regional Structure, of the D.R.O.P.
- **Oshawa Official Plan Designation:** The lands are designated Industrial on Schedule "A", Land Use, of the O.O.P.
- **Zoning:** GI (General Industrial Zone). A list of permitted uses in the GI Zone is included in Attachment 8.

- **Servicing:** Water and Sanitary services are available.
- **Current Use:** Single detached dwellings and associated accessory buildings, industrial mall, automobile repair garage and a sheet metal fabricator.
- **Adjacent Land Uses:**
 - North** Railroad tracks, beyond which are apartment buildings, single detached dwellings and Bloor Street West
 - South** Cordova Road, beyond which are single detached dwellings and apartment buildings
 - East** Oxford Street, beyond which are apartment buildings and block townhouses associated with the Lawlor Court Co-op and the Oshawa Creek
 - West** Truck transport terminal
- **Request:** Re-designate to permit residential uses.

Staff Comments

In analysing the proposed City-initiated Employment Conversion Request Number 1, Staff have the following comments for Site 5:

- A large part of the lands have historically been used for residential purposes and are already occupied by single detached dwellings.
- The proposed conversion is compatible with surrounding residential land use permissions and existing residential uses.
- The lands in the immediate surrounding area to the south and the east are zoned Residential in the O.O.P.
- The lands are located outside of a Provincially Significant Employment Zone.
- The lands are located on the fringe of an Employment Area and do not impact the configuration, location and contiguous nature of the Employment Area to the west of Park Road South.
- The lands offer limited market supply potential for employment uses given the configuration, access and size of the lands, and the need for land assembly.
- The lands should be considered a Regeneration Area as defined in the D.R.O.P. given that this is an area in transition with vacant lands and/or buildings that are in need of revitalization, which may redevelop for non-employment land uses. As such, the lands should retain an employment designation in the O.O.P. until such time as further studies are initiated to determine appropriate alternatives for non-employment land uses.

- City Council previously requested the Region to amend Schedule “A”- Map A4 of the D.R.O.P. to re-designate the lands east of Park Road South, on the south side of Cordova Road and on the north and south sides of Malaga Road, from Employment Areas to Living Areas through the adoption of Report DS-15-218 dated December 7, 2015. The City’s position remains the same and Council’s request in Report DS-15-218 should also be considered by Durham Region staff as part of this City-initiated employment conversion request.

5.4.2 City-initiated Employment Conversion Request Number 2

The lands associated with the City-initiated Employment Conversion Request Number 2 (“Site 6”) comprise of a portion of Part 8 on Plan 40R-26210, a portion of Part 12 on Plan 40R-26210 and a portion of 2900 Simcoe Street North (see Attachment 6).

Key details about Site 6 are as follows:

- Site Area:** Approximately 30.56 hectares (75.52 ac.).
- Lot Frontage:** The lands have approximately 271 metres (889.1 ft.) of frontage on the west side of Simcoe Street North.
- Regional Official Plan Designation:** The lands are designated Employment Areas on Schedule “A”, Regional Structure, of the D.R.O.P.
- Oshawa Official Plan Designation:** The lands are designated Industrial and Open Space and Recreation on Schedule “A”, Land Use, of the O.O.P. The portion of Site 6 adjacent to Simcoe Street North is also subject to Policy 2.4.5.19 of the O.O.P. which states as follows:

“2.4.5.19 Notwithstanding any other policies of this Plan to the contrary, the uses permitted on lands designated as Industrial fronting Simcoe Street North in Oshawa, north of the Highway 407 corridor and south of the community of Columbus, shall be limited to offices, cultural uses, recreational and community uses and hotel uses that are compatible with and sensitive to the heritage character of Columbus, and can be designed in a manner that is respectful of this character. Further, through the diligent application of site planning techniques – with particular attention to buffers, building orientation, scale and intensity of development – the permitted uses shall exhibit a high quality of urban design, in consideration of this location as a gateway to the historic community of Columbus.
(OPA 179)”

- Zoning:** AG-A (Agricultural Zone). A list of permitted uses in the AG-A Zone is included in Attachment 8.
- Servicing:** Servicing not available.
- Current Use:** Agricultural with no buildings.

▪ **Adjacent Land Uses:**

North	Agricultural land, valleylands and low density residential development associated with the Columbus Community, beyond which is Columbus Road West
South	A wood lot and Highway 407 East, beyond which is agricultural land designated for employment uses
East	Simcoe Street North, beyond which is vacant agricultural land
West	Agricultural land with associated farm buildings and a single detached dwelling

- **Request:** Re-designate to Major Open Space Areas.

Staff Comments

In analysing the proposed City-initiated Employment Conversion Request Number 2, Staff have the following comments for Site 6:

- These lands are owned by the M.T.O. and reflect the approximate area identified by the M.T.O. as Species at Risk Compensation Lands.
- Staff recommend that these lands should be re-designated from Employment Areas to Major Open Space Areas in the D.R.O.P.
- Maintaining the Employment Area designation for these lands provides a false inventory of land that is not developable for employment uses.
- This request is supported by the Province. However, it is recommended that the M.T.O. be consulted to determine the exact limits of the Species at Risk Compensation Lands.

5.4.3 City-initiated Employment Conversion Request Number 3

The lands associated with the City-initiated Employment Conversion Request Number 3 ("Site 7") are comprised of lands within the draft delineation of the Thornton's Corners M.T.S.A. (see Attachment 7).

Key details about Site 7 are as follows:

- **Site Area:** Approximately 49.36 hectares (121.97 ac.).
- **Lot Frontage:** The lands have approximately 403 metres (1,324 ft.) of frontage on each of the north and south sides of Stellar Drive in the City of Oshawa, approximately 875 metres (2,870.73 ft.) of frontage on the west and east side of Thornton Road South, and approximately 693 metres (2,273.62 ft.) of frontage on the north side of Champlain Avenue.

- **Regional Official Plan Designation:** The lands are designated Employment Areas on Schedule “A”, Regional Structure, of the D.R.O.P.
- **Oshawa Official Plan Designation:** The lands are designated Industrial on Schedule “A”, Land Use, of the O.O.P. Staff note that the D.R.O.P. and the O.O.P. both currently show a future commuter station located on the west side of Thornton Road South north of Stellar Drive, as implemented through Regional Official Plan Amendment 171 to the D.R.O.P. and Amendment 179 to the O.O.P. An amendment to both the D.R.O.P. and O.O.P. is required to reflect the new proposed location for a future commuter station on the east side of Thornton Road South in accordance with Metrolinx’s newest rail alignment proposal.

The following O.O.P. land use policies apply to Site 7:

- “2.1.8.2 One or more land use and urban design studies shall be undertaken by the City, in consultation with Metrolinx, the Region of Durham and other appropriate agencies, to prepare Master Land Use and Urban Design Plans and implementing guidelines for Transportation Hubs and areas adjacent to Commuter Stations in the City. The Master Land Use and Urban Design Plans will guide comprehensive development within Transportation Hubs and areas adjacent to Commuter Stations to ensure a high quality, coordinated urban environment where buildings, spaces and connections are designed with pedestrian priority. Master Land Use and Urban Design Plans shall be undertaken for the following areas:
- (c) Lands adjacent to the future Thornton’s Corners GO Station – the future Thornton’s Corner GO Station is strategically positioned to serve Trent University’s Oshawa campus on the east side of Thornton Road South, south of King Street West, Durham College’s Whitby campus on Champlain Avenue, east of Thickson Road South, and the commercial gateway comprising the Champlain East Sector. Upon confirmation by Metrolinx of its intention to locate a GO Station at this location, a Master Land Use and Urban Design Plan and implementing guidelines shall be prepared, in consultation with the Town of Whitby, to appropriately guide development in a defined area of influence around the station, the limits of which shall be established through the study and shown on Schedule “B-1”. Provided Metrolinx has confirmed its intention to locate a GO Station at this location, substantial development in the vicinity of this Commuter Station may not proceed prior to the completion of a Master Land Use and Urban Design Plan and implementing guidelines except in accordance with Policy 2.1.8.5. If it is determined that the area subject to the Master Land Use and Urban Design Plan should

appropriately include lands within the Champlain East Sector, the relevant components of the Master Land Use and Urban Design Plan shall be integrated into and/or addressed as part of the comprehensive urban design study and implementing guidelines required in accordance with Section 2.2.10.9 regarding the Champlain East Sector;

- 2.1.8.4 Master Land Use and Urban Design Plans and implementing urban design guidelines prepared for the Transportation Hubs and areas adjacent to future Commuter Stations identified in Policy 2.1.8.2 of this Plan shall address the following:
- (a) The promotion of a higher order of built form and intensity in accordance with Policy 2.1.7.1 of this Plan, in recognition of these areas' critical role in supporting existing and future transit services;
 - (b) The identification of appropriate residential types and densities in accordance with Policy 2.1.7.1 of this Plan, where an existing underlying land use designation(s) permits residential development or where, as a result of a land use and urban design study, a new underlying land use designation(s) is established pursuant to an amendment to this Plan that permits residential development; **(OMB PL170051)**
 - (c) The identification of appropriate non-residential uses (including those in mixed-use residential buildings where an existing underlying land use designation(s) permits mixed-use residential development or where, as a result of a land use and urban design study, a new underlying land use designation(s) is established pursuant to an amendment to this Plan that permits mixed-use residential development) in accordance with Policy 2.1.7.1 of this Plan, with restrictions on automobile-oriented land uses such as drive-through facilities, automobile body shops, automobile repair garages, automobile sales and service establishments, vehicle storage in association with automobile rental establishments, and automobile service stations and fuel bars, and with consideration given to promoting uses with generally higher employee densities; **(OMB PL170051)**
 - (d) The establishment of detailed urban design criteria dealing with the following:
 - (i) The provision of a high quality streetscape that is pedestrian oriented, coordinated on both sides of the street, and emphasizes the importance of the

relationship between the public and private realms, to facilitate an urban environment where the design of buildings, spaces and connections reflects pedestrian priority;

- (ii) The location and arrangement of general building envelopes, including establishing guidelines for setbacks and built frontage which reinforce the street edge and provide spatial definition to the public realm;
 - (iii) The design and siting of parking, loading and service areas to minimize the visual impact of such areas from the street and break-up large expanses of asphalt with landscaping;
 - (iv) The provision of high quality design for all buildings and landscaping in these areas, to promote an attractive, safe, comfortable and engaging walking environment;
 - (v) The identification of Gateway Sites, and their appropriate design and landscape treatment;
 - (vi) The incorporation of public art in both the private and public realms;
 - (vii) The incorporation and coordination of walking and cycling routes and linkages, trailheads, and transit routes, stations and stops, to create a vibrant and vital place to support the active transportation experience;
 - (viii) Safe, accessible, attractive and convenient access to sidewalks and walking and cycling routes and linkages from adjacent development; and
 - (ix) The consideration of safety and Crime Prevention Through Environmental Design (CPTED) principles in the design of the streetscape and abutting lands;
- (e) The location of road intersections, the location and coordination of all access points (including pedestrian and cycling access locations) and necessary road and signalization improvements;
- (f) The location and coordination of higher order transportation options in a manner that facilitates seamless transfer;

- (g) Road operating criteria including operating speed, traffic signal progression, right-of-way width requirements, access spacing and placement of raised medians, consistent with the intended function of the road in an area where active transportation is the priority;
- (h) Opportunities for high-quality parks and publicly accessible open spaces (e.g., outdoor gathering/sitting spaces), with these spaces designed with tree protection and preservation as a primary consideration, as well as opportunities to integrate new natural and artificial shade structures, where appropriate;
- (i) Development of a parking management strategy; and
- (j) Opportunities for the preservation (including potential adaptive re-use) of buildings of cultural heritage value or interest. **(OMB PL170051)**

2.2.10.9.1 The Champlain East Sector, located in proximity to Highway 401, the Stevenson Road/Highway 401 interchange and the Oshawa Main Central Area represents one of the most significant development areas and gateways to the City of Oshawa. It is intended that the lands within the Champlain East Sector area shall be developed in accordance with good urban design principles to achieve a functional and aesthetically pleasing community gateway image. This will be achieved by specific attention to building siting, massing, landscape and streetscape design. In order to achieve this, the City shall require the preparation of a comprehensive urban design study and implementing guidelines prior to the passage of any zoning by-law for Special Purpose Commercial uses.”

▪ **Zoning:**

- For the lands in Oshawa north of Stellar Drive (formerly known as the future Consumers Drive extension), west of Thornton Road South: SI-A (Select Industrial Zone)/GI (General Industrial Zone) and UT (Utilities Zone).
- For the lands in Oshawa south of Stellar Drive (formerly known as the future Consumers Drive extension), west of Thornton Road South: SI-A (Select Industrial Zone)/GI (General Industrial Zone)/SPC-A(6) (Special Purpose Commercial Zone) “h-35”, SI-C (Select Industrial Zone)/SPC-A(6) (Special Purpose Commercial Zone) “h-35”, SI-C (Select Industrial Zone)/SPC-A(6) (Special Purpose Commercial Zone), GI (General Industrial Zone), SI-C (Select Industrial Zone)/SPC-A(6) (Special Purpose Commercial Zone) “h-35”/SI-C(1) (Select Industrial Zone).
- For the lands east of Thornton Road South and west of the north-south Canadian Pacific Railway spur line: GI (General Industrial Zone), GI(2) (General Industrial

Zone), SI-C (Select Industrial Zone)/SPC-A(6) (Special Purpose Commercial Zone) “h-35”, GI (General Industrial) “h-15”, SI-C (Select Industrial Zone)/SPC-A(6) (Special Commercial Zone) “h-15” “h-35”.

A list of permitted uses in the each respective Zone is included in Attachment 8.

- **Servicing:** Water services are available along Thornton Road South and Stellar Drive. Sanitary services are available along Thornton Road South north of Champlain Avenue to just north of Stellar Drive. However, sanitary services have not yet been extended along Stellar Drive.
- **Current Use:** Vacant land, a hotel, a banquet hall, truck rental establishment, commercial and office space, building material supplier, hydro transformer station, hydro corridor and the Canadian Pacific Railway spur line.
- **Adjacent Land Uses:**
 - North** The Canadian Pacific Railway mainline, beyond which are semi-detached dwellings
 - South** Champlain Avenue, beyond which is Highway 401 and the existing Oshawa GO M.T.S.A.
 - East** Canadian Pacific Railway spur line, beyond which is vacant Commercial and Fox Street
 - West** Vacant land and automobile sales establishments in the Town of Whitby
- **Request:** To consider permitting mixed-use development.

Staff Comments

In analysing the proposed City-initiated Employment conversion Request Number 3, Staff have the following comments for Site 7:

- The draft delineation of the Thornton’s Corners M.T.S.A. includes these lands. The delineation takes into account a variety of factors including mixed-use development, proximity to transit and other considerations of highest and best uses for the area.
- The Region should consider through the land needs assessment process the potential for the M.T.S.A. surrounding the planned future Thornton’s Corners GO Station to accommodate opportunities for appropriate residential development.
- The lands have the ability to support change in the M.T.S.A. provided that it can be demonstrated that the employment and job potential is improved as a result of the re-designation, and the City’s ability to meet and accommodate forecasted employment in the City is not affected negatively. Alternatively, any employment lands that are converted in the Thornton’s Corners M.T.S.A. should be replaced elsewhere in the City in order that the City’s employment targets can be achieved.

- There are opportunities for prestige employment growth as the lands are in proximity to the Trent University Durham GTA Campus and the Durham College Whitby Campus.
- The lands are located in a Provincially Significant Employment Zone which supports the mixed-use permissions of the M.T.S.A. (i.e. both residential and non-residential).
- The proposed Thornton's Corners GO Station will be located on the east side of Thornton Road South and will support mixed-use development (i.e. both residential and non-residential).
- The lands provide direct access to major transportation corridors such as the Highway 401 which supports the mixed-use permissions of the M.T.S.A. (i.e. both residential and non-residential).

Staff note that mixed use development in this area should be contingent upon the Thornton's Corners GO Station being constructed.

6.0 Financial Implications

There are no financial implications associated with the comments in this Report.

7.0 Relationship to the Oshawa Strategic Plan

The Recommendations in this Report advances the Accountable Leadership and Economic Prosperity and Financial Stewardship goals of the Oshawa Strategic Plan.



Tom Goodeve, M.Sc.Pl., MCIP, RPP, Director,
Planning Services



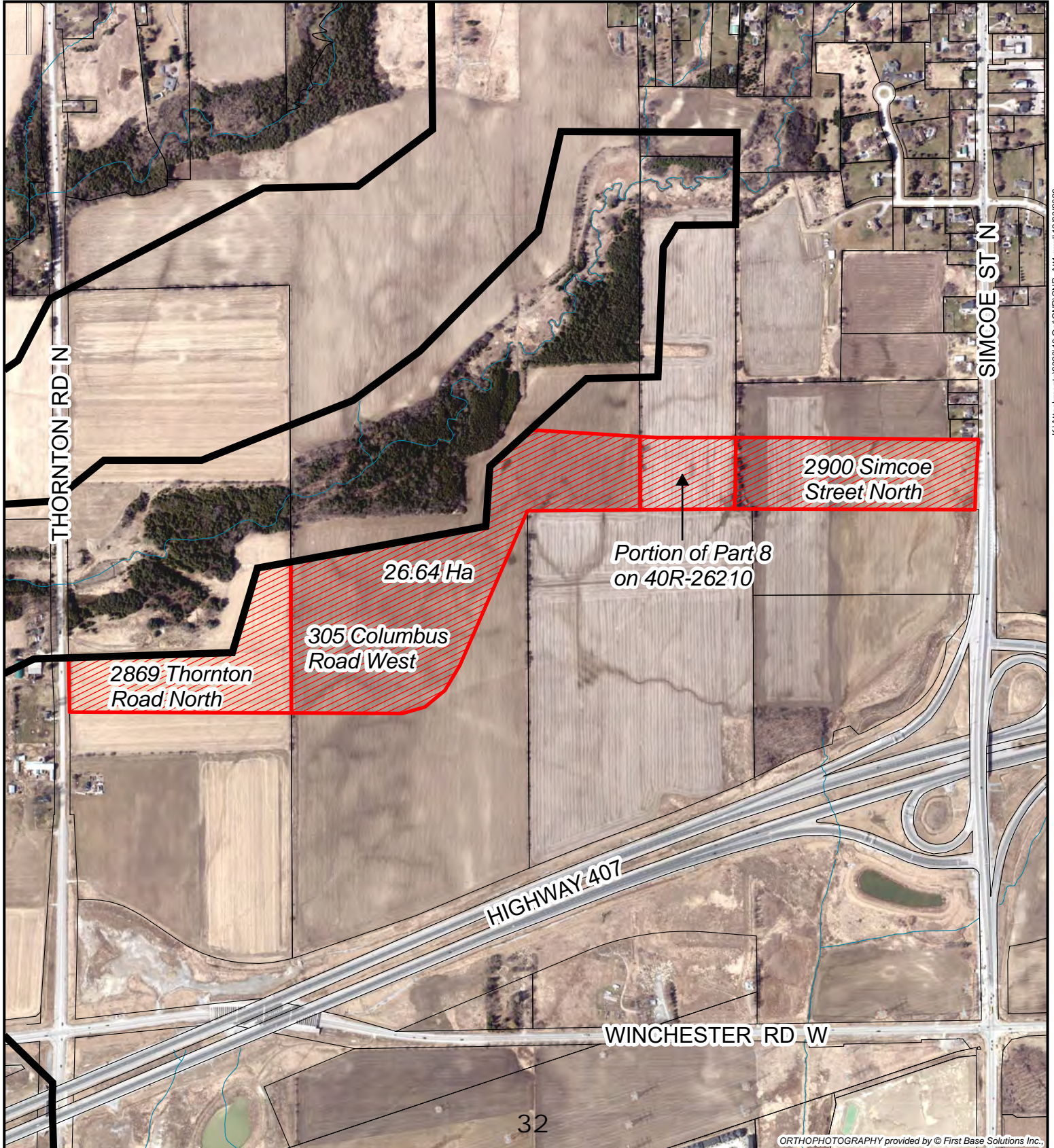
Warren Munro, HBA, RPP, Commissioner,
Development Services Department

Subject: Durham Region's Municipal Comprehensive Review: City Comments on
Employment Conversion Requests
File: A-2200-0023



-  Urban Area Boundary
-  Subject Site (Site 1)

City of Oshawa
Development Services Department 



Subject: Durham Region's Municipal Comprehensive Review: City Comments on
Employment Conversion Requests
File: A-2200-0023



Subject Site (Site 2)

City of Oshawa
Development Services Department




Subject: Durham Region's Municipal Comprehensive Review: City Comments on
Employment Conversion Requests

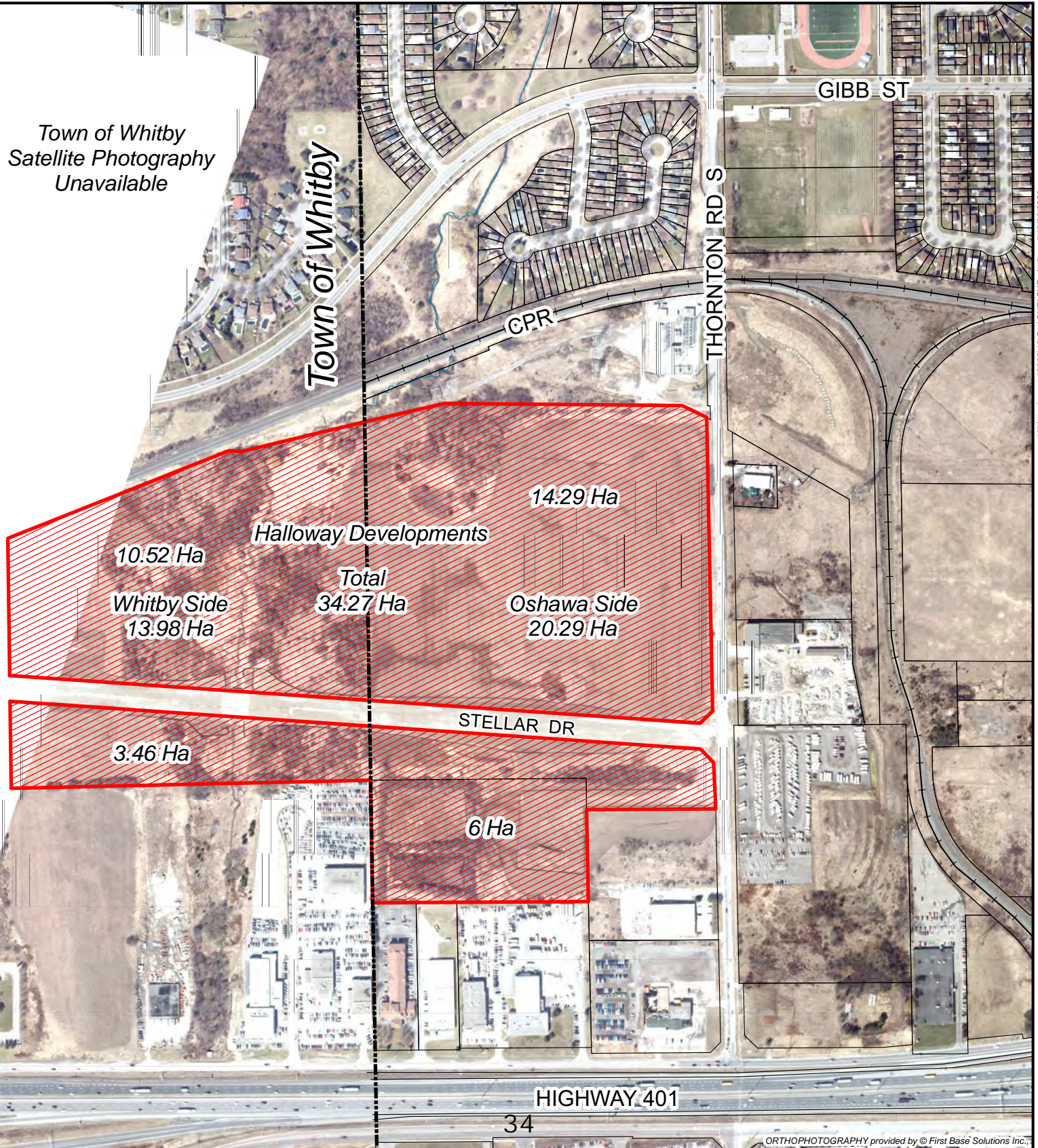
File: A-2200-0023



----- Oshawa-Whitby Boundary

 Subject Site (Site 3)

City of Oshawa
Development Services Department 



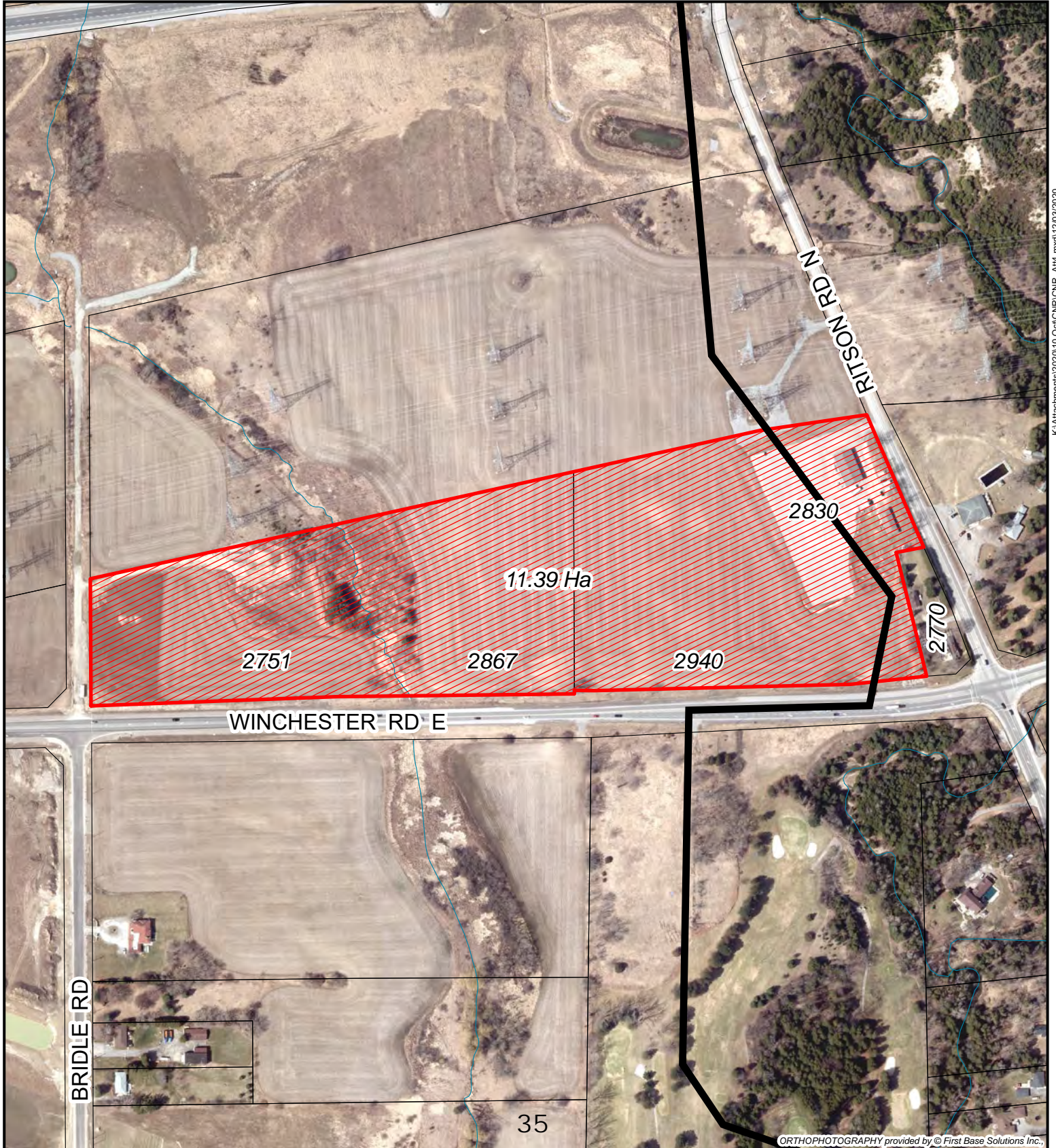
Subject: Durham Region's Municipal Comprehensive Review: City Comments on
Employment Conversion Requests

File: A-2200-0023



-  Urban Area Boundary
-  Subject Site (Site 4)

City of Oshawa
Development Services Department 



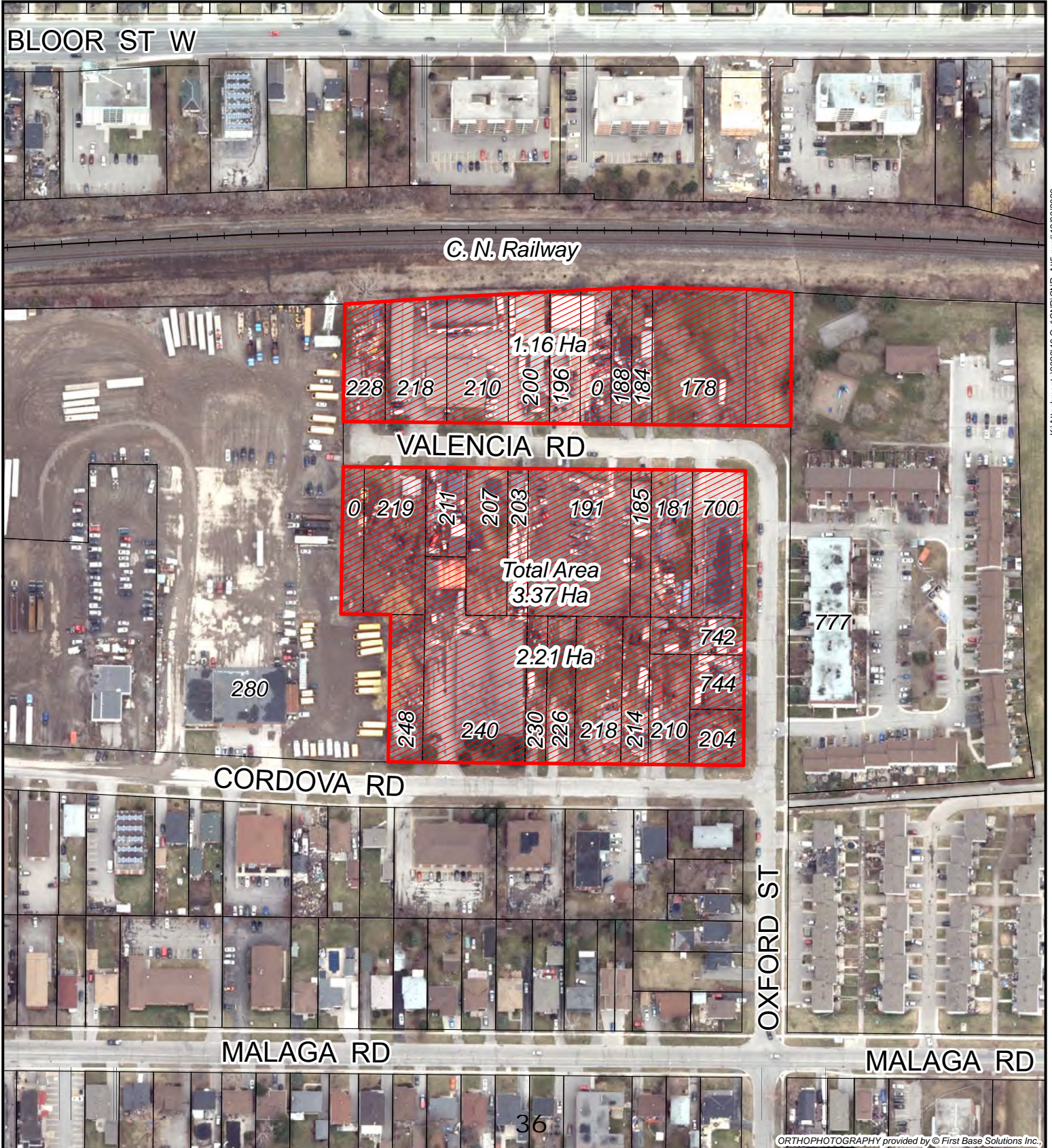
Subject: Durham Region's Municipal Comprehensive Review: City Comments on
Employment Conversion Requests

File: A-2200-0023



Subject Site (Site 5)

City of Oshawa
Development Services Department



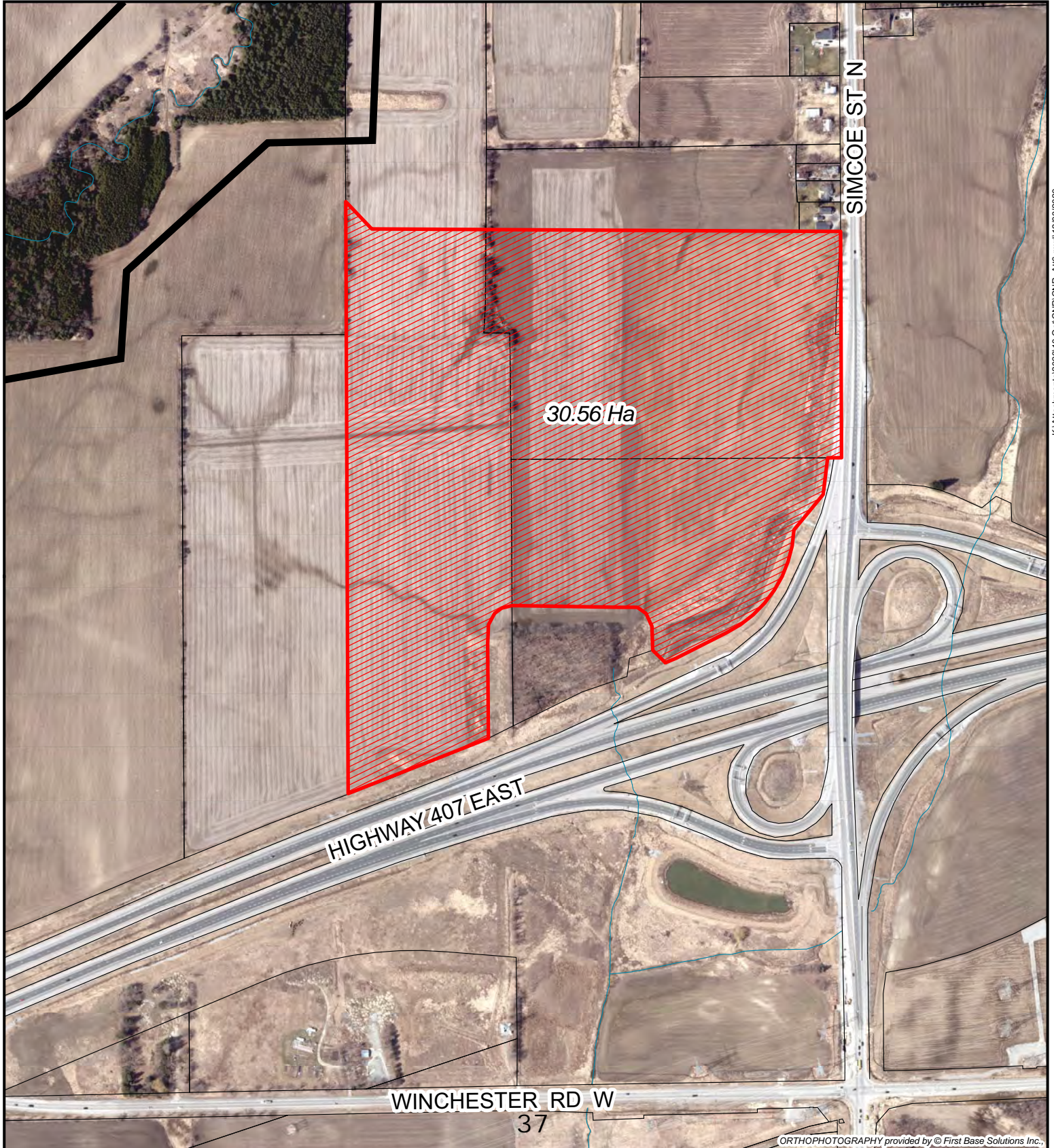
Subject: Durham Region's Municipal Comprehensive Review: City Comments on
Employment Conversion Requests

File: A-2200-0023



-  Urban Area Boundary
-  Subject Site (Site 6)


City of Oshawa
Development Services Department 



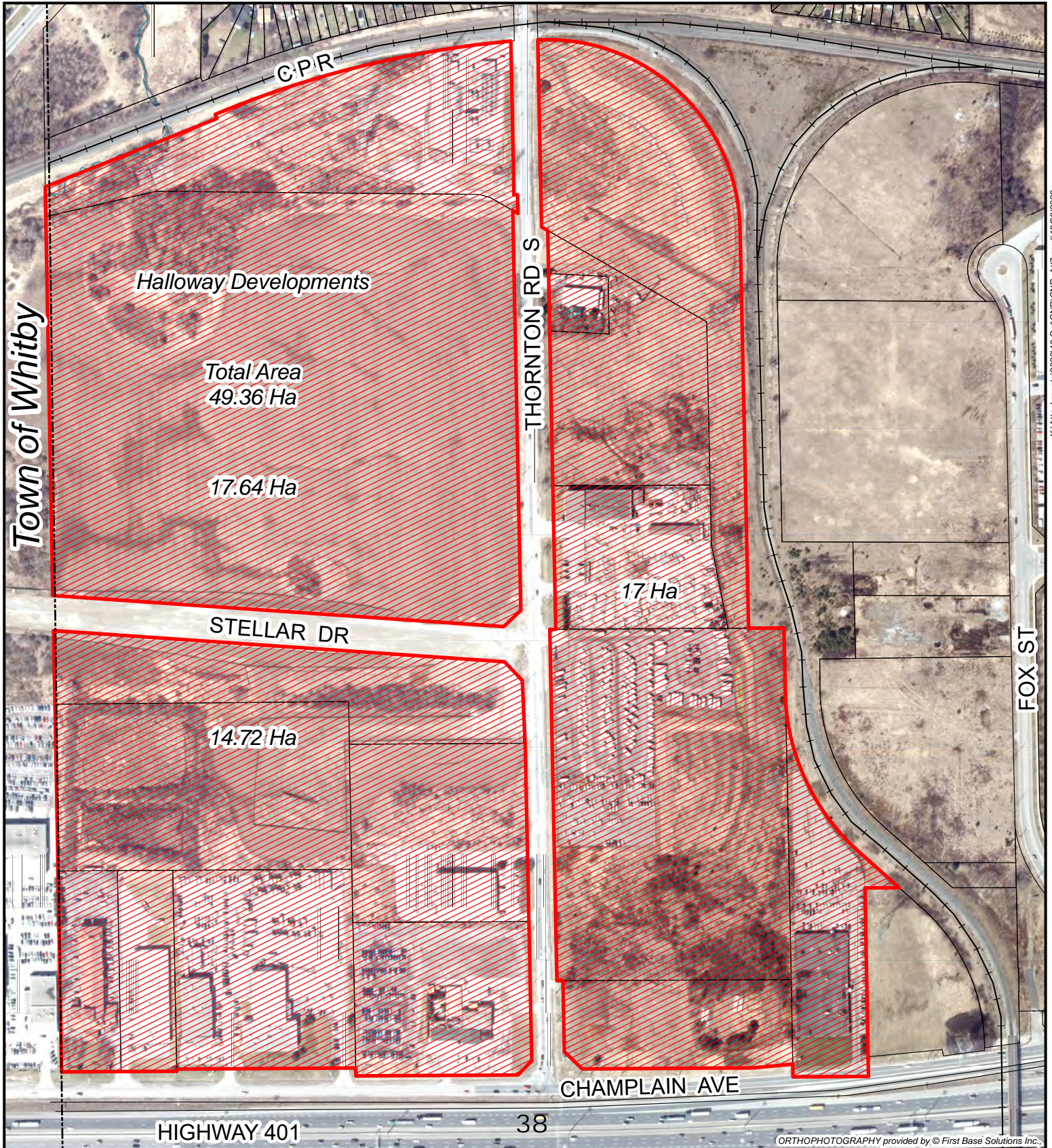
Subject: Durham Region's Municipal Comprehensive Review: City Comments on
Employment Conversion Requests

File: A-2200-0023

----- Oshawa-Whitby Boundary

 Subject Site (Site 7)

City of Oshawa
Development Services Department 



Excerpts from the Zoning By-law 60-94**3.5 Holding “h” Zones****3.5.1 Use of “h” Symbol**

- 3.5.1(1) Where the symbol “h” appears on a zoning map as a suffix to a zone, a zone variation or a compound zone applying to certain lands, notwithstanding the provisions of that zone unless this By-law has been amended to remove the “h” symbol, those lands shall not be developed or used except in compliance with the provisions of the applicable zone for existing uses, or for such other uses set out in the relevant Holding Zone Provisions of Article 3.5.2. The relevant Holding Zone Provisions are denoted by the number immediately following the symbol “h” on the zoning map.

3.5.2 Holding Zone Provisions**3.5.2(15) h-15 Zone (west of Thornton Road South, north and south of the future Consumers Drive extension) (79-2009)**

Purpose: To ensure that:

- (a) Development of these lands does not proceed until the alignment of the Consumers Drive extension has been finalized to the satisfaction of the City of Oshawa and the Region of Durham; and
- (b) Suitable arrangements have been made with the Region for the acquisition of the land required from the subject site for the extension of Consumers Drive.

Permitted Interim Uses:

- (a) All existing uses.

3.5.2(35) h-35 Zone (Bloor Street West and Champlain Avenue) (39-2004)

Purpose: To ensure that:

- (a) A Traffic Impact Study is undertaken to the City’s and Region’s satisfaction, and the development of retail warehouse space is phased.

Permitted Interim Uses:

- (a) All existing uses;
- (b) All SI-C uses on the lands also zoned SI-C along the north side of Champlain Avenue and along the south side of Bloor Street West; and

- (c) All SI-A and GI uses on the lands also zoned SI-A/GI located on the south side of the future Consumers Drive extension, west of Thornton Road South.

and provided that the maximum gross floor area of retail warehouses does not exceed:

- (i) 4,646m² until January 1, 2006
- (ii) 13,940m² until January 1, 2011

in the entire areas zoned SPC-A(6) and SPC-A(7). **(79-2009)**

3.5.2(45) h-45 Zone (Certain lands north and south of Winchester Road East and east of Bridle Road) (73-2014)

Purpose: To ensure that:

- (a) Site plan approval is obtained from the City;
- (b) Appropriate arrangements shall be made for the provision of adequate sanitary, water, storm and transportation services to serve the development; and
- (c) Upon completion of an Environmental Assessment to determine the final road alignment the owner conveys to the City any lands required for the future north south Collector Road to connect Windfields Farm Drive West to Winchester Road West. **(69-2019)**

Permitted Interim Uses:

- (a) All uses permitted in an EU Zone.

Section 19: SPC – Special Purpose Commercial Zones

19.3.8 SPC-A(6) Zone (Champlain Avenue, west of the CP Railway spur line) (39-2004)

19.3.8(1) Notwithstanding Subsection 19.1 and the definition of Retail Warehouse to the contrary, in any SPC-A(6) Zone as shown on Schedule “A” to this Bylaw, the following is the only permitted use:

- (a) A retail warehouse having a minimum gross floor area of 2,000m².

19.3.8(2) The aggregate total gross floor area for retail warehouses shall not exceed 16,260m² in the area zoned SPC-A(6).

19.3.8(3) Notwithstanding Subsection 39.3 to the contrary, the minimum parking rate for any retail warehouse for the sale of home furnishings shall be 1 parking space for every 67m² of gross floor area.

Section 26: OS – Open Space Zones

- 26.1.1 No person shall within any OS Zone use any land or erect or use any building or structure for any purpose or use other than the uses listed in this Subsection.
- 26.1.5 The following use is permitted in any OSP – Park Open Space Zone:
- (a) Park
- 26.1.6 The following uses are permitted in any OSH – Hazard Lands Open Space Zone: **(39-2004, 60-2005)**
- (a) Agricultural uses without buildings or structures - 26.2 - City of Oshawa Zoning By-law Number 60-94
 - (b) Golf course, existing as of January 1, 2005 without buildings or structures within the Major Urban Area only, according to the Oshawa Official Plan
 - (c) Outdoor recreational use without buildings or structures
 - (d) Parks without buildings or structures
- 26.3.5 **OSR-A(1) Zone (Kedron Dells Golf Course, Ritson Road North)** **(39-2004)**
- 26.3.5(1) Notwithstanding Subsection 26.1 to the contrary, the only permitted use in an OSR-A(1) Zone shall be a golf course.

Section 28: SI – Select Industrial Zones

28.1 Permitted Uses

- 28.1.1 No person shall within any SI Zone use any land or erect or use any building or structure for any purpose or use other than the uses listed in this Subsection.
- 28.1.2 The following uses are permitted in any SI-A Zone:
- (a) Any use permitted in a PI-A Zone
 - (b) Assembly hall
 - (c) Automobile body shop
 - (d) Automobile repair garage
 - (e) Automobile towing business
 - (f) Banquet hall
 - (g) Merchandise service shop
 - (h) Outdoor storage accessory to any use permitted in the SI-A Zone
 - (i) Plumbing, electrical or building supply shop
 - (j) Recreational use

- (k) Sales outlet
- (l) Studio
- (m) Theatre
- (n) Truck or light machinery rental, sales or service establishment
(66-1998, 39-2004, 60-2005)

28.1.3 The following uses are permitted in any SI-B Zone:

- (a) Any use permitted in a SI-A Zone except outdoor storage.

28.1.4 The following uses are permitted in any SI-C Zone: (39-2004)

- (a) Any use permitted in any SI-B Zone except an automobile body shop
- (b) Hotel

Section 29: GI – General Industrial Zones

29.1 Permitted Uses

29.1.1 No person shall within any GI Zone use any land or erect or use any building or structure for any purpose or use other than the uses listed below:

- (a) Any industrial use not mentioned in this subsection which is not obnoxious
- (b) Auction establishment
- (c) Automobile body shop
- (d) Automobile repair garage
- (e) Automobile towing business
- (f) Cleaning or dyeing plant
- (g) Contracting yard
- (h) Dry cleaning and laundry plant
- (i) Equipment repair or servicing shop
- (j) Food preparation plant
- (k) Industrially oriented office
- (l) Kennel
- (m) Manufacturing, processing or assembly industry
- (n) Metal stamping establishment
- (o) Nightclub
- (p) Outdoor storage accessory to a permitted use in a GI Zone
- (q) Parking garage or parking lot associated with a permitted use in a GI Zone
- (r) Printing establishment
- (s) Recreational use
- (t) Recreational vehicle storage
- (u) Recycling depot
- (v) Recycling operation
- (w) Sales outlet
- (x) Service industry
- (y) Taxi establishment

- (z) Transport terminal including railway yard
- (aa) Underground bulk liquid storage
- (bb) Vehicle sales and service establishment
- (cc) Warehouse
- (dd) Wholesale distribution centre

(66-1998, 62-2000, 60-2005)

29.3.3 GI(2) Zone (east side of Thornton Road South - south of CP Rail mainline)

- 29.3.3(1) In addition to any GI use, in any GI(2) Zone, as shown on Schedule “A” to this By-law, a flea market is also a permitted use provided such use shall not exceed 2,790m² of gross floor area.

Section 32: AG – Agricultural Zones

32.1 Permitted Uses

- 32.1.1 No person shall within any AG Zone use any land or erect or use any building or structure for any purpose or use other than the uses listed in this Subsection.
- 32.1.2 The following uses are permitted in any AG-A Zone:
- (a) Accessory retail stands for the sale of seasonal produce, produced on the farm;
 - (b) Agricultural uses including a maximum of one farm dwelling;
 - (c) One single detached dwelling on an existing lot or on a lot created by consent; and
 - (d) Riding stable.

Section 34: UT – Utilities Zones

34.1 Permitted Uses

- 34.1.1 No person shall within any UT Zone use any land or erect or use any building or structure for any purpose or use other than the uses listed below:
- (a) Electric power transformer stations owned and operated by Ontario Hydro that transform power to 44 kv
 - (b) Water pollution control plant
 - (c) Water supply plant

Section 37: UR - Urban Reserve Zones

37.1 Permitted Uses

- 37.1.1 No person shall within any UR Zone use any land or erect or use any building or structure for any purpose or use other than the uses listed below:
- (a) agricultural uses, but not including new farm dwellings
 - (b) existing uses, located in existing buildings or structures, provided such uses continue in the same manner and for the same purpose for which they were used on the day this By-law was passed, and new one storey accessory buildings
 - (c) Outdoor recreational uses without any buildings or structures
- (39-2004)**

Section 38: EU – Existing Use Zones

38.1 Permitted Uses

- 38.1.1 No person shall within any EU Zone use any land or erect or use any building or structure for any purpose or use other than the following use:
- (a) Existing uses, located in existing buildings or structures, provided such uses continue in the same manner and for the same purpose for which they were used on the day this By-law was passed, and new one storey accessory buildings.
- (39-2004)**



Public Report

To: Development Services Committee

From: Paul D. Ralph, BES, RPP, MCIP, Commissioner,
Development Services

Report Number: DS-15-218

Date of Report: December 2, 2015

Date of Meeting: December 7, 2015

Subject: Recommended Amendments Concerning the Official Plan
Conformity and Watershed Implementation Exercise

File: B-3100-0368

1.0 Purpose

The purpose of this report is to present recommended amendments to the Oshawa Official Plan and Samac Secondary Plan that are required to implement the following:

- (a) The Provincial Greenbelt Plan (Greenbelt Plan);
- (b) The Provincial Growth Plan for the Greater Golden Horseshoe (Growth Plan);
- (c) Amendments 114 and 128 (ROPAs 114 and 128) to the Durham Regional Official Plan (DROP), which implemented the Greenbelt Plan and the Growth Plan at a Regional level; and,
- (d) Appropriate environmental policies based on the Central Lake Ontario Conservation Authority (CLOCA) Natural Heritage System mapping and watershed plans for the Oshawa Creek and Black/Harmony/Farewell Creek watersheds. These watershed plans are intended to implement the watershed-based planning approach supported in the above noted Provincial and Regional planning documents.

The amendments relating to conformity with the Greenbelt Plan, the Growth Plan and ROPAs 114 and 128 are necessary given that the Official Plans of all lower-tier municipalities in Durham, including Oshawa, are required to conform to these two Provincial Plans and to the DROP.

Due to their size, the recommended amendments are not attached to this report. However, the amendments are available for viewing in the Development Services Department (Planning Services; 8th Floor, Rundle Tower, Attention: Tom Goodeve) and on the City's website.

On January 26, 2015, Council approved the following public consultation process for the proposed City-initiated amendments to the Oshawa Official Plan and Samac Secondary Plan (see DS-15-02):

- A series of four statutory Public Open Houses that were held at the following locations:
 - South Oshawa Community Centre (held February 26, 2015)
 - Legends Centre (held March 4, 2015)
 - Columbus Community Centre (held March 11, 2015)
 - Oshawa City Hall (held March 26, 2015)
- A Special Meeting of Council required under the Planning Act was held on May 26, 2015.
- A Planning Act Public Meeting was held by the Development Services Committee on June 15, 2015.

Notices of the Public Open Houses, Special Meeting of Council and Planning Act Public Meeting were provided in both the Oshawa This Week and Oshawa Express newspapers.

Attachment 1 is a copy of the minutes of the June 15, 2015 Planning Act Public meeting

Attachment 2 is a map identifying the lands in Oshawa within the Greenbelt Area and the Growth Plan Area.

Attachment 3 is a summary outlining the recommended key changes to the policies of the Oshawa Official Plan and Samac Secondary Plan.

Attachment 4 is a summary outlining the recommended key changes to the schedules (maps) of the Oshawa Official Plan and Samac Secondary Plan, to ensure that the schedules match the policy changes.

Attachment 5 is a map showing the future Residential areas and Industrial areas north and south of Highway 407 recommended to be included in the Oshawa Official Plan in accordance with the DROP.

2.0 Recommendation

That the Development Services Committee recommend to Council the following:

1. That, pursuant to Report DS-15-218 dated December 2, 2015, the City-initiated amendments to the Oshawa Official Plan and Samac Secondary Plan that are required to implement the following:
 - (a) The Provincial Greenbelt Plan;
 - (b) The Provincial Growth Plan for the Greater Golden Horseshoe;
 - (c) Amendments 114 and 128 to the Durham Regional Official Plan, which implemented the Greenbelt Plan and the Growth Plan at a Regional level; and,

- (d) Appropriate environmental policies based on the Central Lake Ontario Conservation Authority Natural Heritage System mapping and watershed plans for the Oshawa Creek and Black/Harmony/Farewell Creek watersheds. These watershed plans are intended to implement the watershed-based planning approach supported in the above noted Provincial and Regional planning documents.

be adopted by by-law, in a form and content acceptable to the Commissioner of Development Services, generally in accordance with the comments in the Report and be forwarded to the Region of Durham for approval.

2. That the Region of Durham be requested to amend the Durham Regional Official Plan to implement the City's proposed amendments in accordance with the comments contained in Report DS-15-218.

3.0 Executive Summary

Not applicable.

4.0 Input From Other Sources

4.1 Public

4.1.1 General and Other Departments and Agencies

On June 15, 2015, a public meeting was held on the proposed amendments. The minutes of the public meeting form Attachment 1 to this report.

This Department received a number of comments from the public and other departments. These comments were reviewed by staff and modifications to the original amendments are now proposed to address certain comments.

The majority of comments have been resolved at this time, but some outstanding matters remain to be further discussed with the stakeholders and the Region.

At this point in time, it is important to adopt the recommended amendments and forward it to the Region for review and approval. The Region's approval process will take some time.

This will provide City staff an opportunity to advance the Region's approval and continue to work with the Region and other stakeholders to identify any further modifications that may be necessary to resolve outstanding issues.

Some additional comments from departments and agencies are most appropriately addressed through any future rezoning, subdivision, site plan approval and building permit processes as appropriate.

4.1.2 Recommended Policy and Schedule Modifications to Address Key Comments

Table 1 below presents a list of the key policy and map changes recommended to be incorporated as part of the subject amendments. These changes represent modifications

to the original proposed draft policies and maps circulated for comment and subject to the public meeting, and have been made in response to a further staff review and various comments received from stakeholders including landowners, the development community and other departments and agencies.

Table 1: Recommended Key Policy and Schedule Modifications Pursuant to Stakeholder Comments and further staff review

Official Plan Section/Schedule	Proposed Key Policy/Schedule Changes
Section 2.0	<ul style="list-style-type: none"> ▪ Floor Space Index and density targets introduced for Community Central Areas and Local Central Areas ▪ Policy language has been introduced to clarify that a Master Land Use and Urban Design Plan shall be prepared upon confirmation by Metrolinx that it intends to locate a new GO Station on the west side of Thornton Road South, south of the Canadian Pacific Railway mainline ▪ Policy language has been introduced to provide guidance for development in the vicinity of future Commuter Stations ▪ Policy language introduced to clarify that the achievement of the built form objectives for the Windfields Main Central Area is envisioned over the long term ▪ All of the Columbus community is proposed to be brought forward as an urban expansion area under the proposed amendments; the northwesterly portion of Columbus is no longer identified as a “Future Urban Development Area” ▪ Within the Downtown Oshawa Urban Growth Centre, High Density II Residential development may be permitted at densities up to 550 units per hectare (current maximum is 300 units per hectare) ▪ New policy language has been introduced to limit various commercial, community and recreational uses in Industrial areas, and to geographically identify the City’s various Industrial areas ▪ Definition for “sensitive uses” introduced
Section 3.0	<ul style="list-style-type: none"> ▪ Policy language has been introduced to clarify requirements for noise and vibration studies in the vicinity of rail corridors, railway commuter stations and railway yards
Section 5.0	<ul style="list-style-type: none"> ▪ Revisions have been introduced to refine the definition of “significant woodlands” ▪ Policy language has been added to indicate that the City will monitor its greenhouse gas emissions

Official Plan Section/Schedule	Proposed Key Policy/Schedule Changes
	<ul style="list-style-type: none"> ▪ Clarification has been added to indicate that stormwater management facilities shall generally be located outside of the regulatory floodplain limits ▪ Policy language has been added to reference the Greenbelt Natural Heritage System as defined by the Province; and, where appropriate, changes have been made to clarify where particular policies in other sections of the Official Plan apply to lands within the Greenbelt Natural Heritage System
Section 8	<ul style="list-style-type: none"> ▪ Modifications have been added to clarify that the boundary between the Columbus Part II Plan area and the South Columbus Industrial Area east and west of Simcoe Street North is conceptually defined by a future Type 'C' arterial road and may shift depending on the final alignment of the road ▪ Policy language has been developed to indicate that the Columbus Part II Plan will include a policy related to cost sharing amongst developers for infrastructure
Section 10	<ul style="list-style-type: none"> ▪ Clarification has been added to indicate that where a study further defines the limits of the Natural Heritage System, corresponding adjustments to the boundaries of any related portion of the Open Space and Recreation designation shall also be permitted without amendment to the Oshawa Official Plan
Samac Secondary Plan	<ul style="list-style-type: none"> ▪ Policy language has been introduced to clarify that the lands on the east and west sides of Simcoe Street North, north of Taunton Road may also be developed for Medium Density I uses
Schedule "A" – Land Use	<ul style="list-style-type: none"> ▪ Changes have been made to the limits of the "Open Space and Recreation" designation for the following areas: <ul style="list-style-type: none"> – 1345 Winchester Road East – Lands on the west side of Thornton Road South, directly south of the TransNorthern pipeline (north of Taunton Road West) – 305 Columbus Road West ▪ The section of Hydro One Networks Inc. corridor and abutting parks between Rossland Road East and Adelaide Avenue East has been redesignated from "Residential" to "Open Space and Recreation" ▪ The "Future Urban Development Area" in Columbus has been removed and replaced with Residential and Open Space and Recreation designations ▪ The diversion channel at the northeast corner of Conlin Road

Official Plan Section/Schedule	Proposed Key Policy/Schedule Changes
	East and Ritson Road North has been redesignated from “Residential” to “Open Space and Recreation”
Schedule “D” – Environmental Management	<ul style="list-style-type: none"> ▪ Schedule “D” has been modified to form two new schedules: Schedule “D-1” and Schedule “D-2”
Schedule “D-1” – Environmental Management	<ul style="list-style-type: none"> ▪ A new Schedule “D-1” has been created based on the original proposed amended Schedule “D” except for the following changes: <ul style="list-style-type: none"> – Changes to the limits of the “Natural Heritage System” and/or “Natural Heritage and/or Hydrologic Features Outside of the Natural Heritage System” for the following areas: <ul style="list-style-type: none"> • 1345 Winchester Road East • Lands on the west side of Thornton Road South, directly south of the TransNorthern pipeline (north of Taunton Road West) • 305 Columbus Road West – “High Volume Recharge Areas” have been removed – “Lake Iroquois Beach” has been removed – “High Potential Mineral Aggregate Areas” have been removed – The section of “Natural Heritage System” (i.e., a section of Riparian Corridor) at the northeast corner of Conlin Road East and Ritson Road North has been removed, since it has been replaced by a diversion corridor. – In the Kedron Part II Plan area, changes have been made to ensure that the lands shown on Schedule “F-1A” as components of the Natural Heritage System (i.e., “Natural Cover Regeneration/Restoration Areas”, “Key Natural Heritage Features and Key Hydrologic Features” and “Riparian Corridors”) match up with Schedule “D-1”. – The limits of the Hazard lands on RioCan’s holdings in the Windfields Part II Plan area have been revised to reflect the results of the Stream Corridor Limits Report prepared by MMM Group for the RioCan lands. – With respect to Natural Heritage and/or Hydrologic Features Outside of the Natural Heritage System, the schedule has been modified to remove these features from RioCan’s lands and Tribute’s Dantonbury lands in the Windfields Part II Plan area.

Official Plan Section/Schedule	Proposed Key Policy/Schedule Changes
	<ul style="list-style-type: none"> - The limits of the Natural Heritage System shown on Tribute's Dantonbury lands in the Windfields Part II Plan area have been revised to reflect the results of approved environmental studies.
Schedule "D-2" – Environmental Management	<ul style="list-style-type: none"> ▪ A new Schedule "D-2" has been created and includes the following elements: <ul style="list-style-type: none"> - Identification of the area subject to the Greenbelt Natural Heritage System - Delineation of the 1 km Lake Ontario Shoreline Buffer - Delineation of "High Volume Recharge Areas" - Delineation of the "Lake Iroquois Beach" area - Delineation of "High Potential Mineral Aggregate Areas" - Delineation of the Oak Ridges Moraine Boundary - Delineation of the Greenbelt Protected Countryside Area Boundary
Schedule "F-1" – Natural Heritage System Components	Schedule "F-1" has been modified to form two new schedules: Schedule "F-1A" and Schedule "F-1B"
Schedule "F-1A" - Natural Heritage System Components (Excluding High Volume Recharge Areas)	<ul style="list-style-type: none"> ▪ A new Schedule "F-1A" has been created based on the original proposed amended Schedule "F-1" except for the following changes: <ul style="list-style-type: none"> - The lands removed from the "Natural Heritage System" shown on Schedule "D-1" have also been removed on Schedule "F-1A" for the following areas: <ul style="list-style-type: none"> • 1345 Winchester Road East • Lands on the west side of Thornton Road South, directly south of the TransNorthern pipeline (north of Taunton Road West) • 305 Columbus Road West - "High Volume Recharge Areas" have been removed - A reference to the definitions contained in Policies 5.1.2(h) and (i) has been added to the Legend element relating to Key Natural Heritage Features and Key Hydrologic Features - The section of "Riparian Corridor" at the northeast corner of Conlin Road East and Ritson Road North has been removed, since it has been replaced by a diversion corridor; in addition, the section of the same Riparian Corridor located upstream of the north-south running hydro corridor has been removed
Schedule "F-1B" - High Volume	<ul style="list-style-type: none"> ▪ A new Schedule "F-1B" has been created and includes the following elements:

Official Plan Section/Schedule	Proposed Key Policy/Schedule Changes
Recharge Areas and Greenbelt Natural Heritage System	<ul style="list-style-type: none"> - Identification of the area subject to the Greenbelt Natural Heritage System - Delineation of “High Volume Recharge Areas” - Delineation of the Oak Ridges Moraine Boundary - Delineation of the Greenbelt Protected Countryside Area Boundary
Schedule “A” – Windfields Land Use and Road Plan	<ul style="list-style-type: none"> ▪ The lands immediately adjacent to the western limit of the “Planned Commercial Centre – Main” designation (i.e. lands shown as Block 109 on the draft M-Plan for Dantonbury Phase 1) are proposed to be designated as “Medium Density I Residential” rather than “Low Density Residential”
Schedule “B” – Windfields Environmental Management Plan	<ul style="list-style-type: none"> ▪ The limits of the Natural Heritage System shown on Tribute’s Dantonbury lands in the Windfields Part II Plan area have been revised to reflect the results of approved environmental studies ▪ The limits of the Hazard lands on RioCan’s and Tribute’s Dantonbury holdings in the Windfields Part II Plan area have been revised to reflect the results of the Stream Corridor Limits Reports prepared by MMM Group for the RioCan lands and Tribute’s Dantonbury holdings
Schedule “A” – Pinecrest Land Use and Road Plan	<ul style="list-style-type: none"> ▪ The lands on the south side of Taunton Road East between the Planned Development Area and the Planned Commercial Strip area are proposed to be designated as Medium Density II Residential with the ability to develop at Medium Density I rather than be designated solely as Medium Density II
Schedule “A” – Samac Land Use and Road Plan	<ul style="list-style-type: none"> ▪ The lands at the southwest corner of Wilson Road North and Conlin Road East are proposed to be designated as Medium Density I Residential rather than Medium Density II Residential

5.0 Analysis

5.1 Background

The Planning Act requires the Council of every municipality in an area affected by a Provincial Plan to ensure that its Official Plan conforms to any Provincial Plan and an upper-tier Official Plan like the DROP. Currently, amendments to the Oshawa Official Plan are required to address two Provincial Plans: the Greenbelt Plan and the Growth Plan (as well as to address the DROP, which the Region amended previously as part of its own conformity exercise).

The Official Plan is the document in which the City outlines its vision for the future development of the municipality while having regard to relevant social, economic and environmental matters. The Official Plan is the highest order land use planning document in the City and it gives direction to zoning by-laws and all other statements of local

planning policy. It is the most powerful tool available with which to manage and guide the physical form and growth of the City.

5.2 Provincial Greenbelt Plan

The Greenbelt Act established a Greenbelt Area which includes lands in the Oak Ridges Moraine (ORM), the Niagara Escarpment Plan and lands designated as Protected Countryside in the central part of the Province. In combination, these lands constitute a broad band of permanently protected lands [about 728,000 hectares (1.8 million ac.)] in the Greater Golden Horseshoe area.

Attachment 2 identifies the lands in Oshawa within the Greenbelt Area. These lands consist of lands within the Oak Ridges Moraine and lands designated as Protected Countryside.

A Greenbelt Plan was established with policies intended to protect against the loss and fragmentation of the agricultural land base, give permanent protection to natural heritage and water resource systems and provide for a diverse range of economic and social activities associated with rural communities, agriculture, tourism, recreation and resource uses.

All planning decisions must conform to the Greenbelt Plan. Accordingly, all municipalities within the Greenbelt Area are required to bring their planning documents (e.g. Official Plans) into conformity with the Greenbelt Plan.

The ORM area continues to be governed by the provisions of the Oak Ridges Moraine Conservation Plan (ORMCP). The City's Official Plan has been amended to conform to the ORMCP.

The Oshawa Official Plan needs to be amended to conform to the Greenbelt Plan for those lands designated as Protected Countryside.

5.3 Provincial Growth Plan

All lands within Oshawa that are not within the ORM or designated as Protected Countryside within the Greenbelt Area are located within the Greater Golden Horseshoe Growth Plan Area (see Attachment 2).

On June 16, 2006, the Province released the finalized Growth Plan for the Greater Golden Horseshoe, 2006. It was a 25-year plan focused on the creation of complete communities, with a greater mix of businesses, services, housing and parks that will make them more livable. In this regard, the plan sets standards for municipal planning that aim to:

- Stimulate economic prosperity;
- Revitalize downtowns to become vibrant and convenient centres;
- Encourage more compact communities, with services, shops and businesses close to home and more options for living, working, learning, shopping and playing;

- Preserve greenspace and agricultural lands that are under pressure in the Greater Golden Horseshoe;
- Curb urban sprawl and protect farmland and green spaces;
- Reduce car dependency and traffic congestion by improving access to a greater range of transportation options;
- Contribute to better air quality;
- Spur transit investment and create conditions to increase the use of public transit; and,
- Promote a culture of conservation.

In 2013, the Growth Plan was amended to update the population and employment forecasts and extend the timeline of the Growth Plan from 2031 to 2041.

5.4 Durham Regional Official Plan

ROPAs 114 and 128 to the DROP were approved by the Region to address the Greenbelt Plan and the Growth Plan, respectively. Key policy changes introduced through these amendments included:

- Expanding Oshawa's urban area boundary to include additional Living Areas for residential development in the vicinity of the community of Columbus, as well as to include additional Employment Areas along both sides of Highway 407 south of Columbus;
- Establishing a 2031 target population for Oshawa of 197,000 residents;
- Establishing a 2031 employment target for Oshawa of 90,790 jobs;
- Identifying Downtown Oshawa as an Urban Growth Centre – a primary focus area for intensification within the City, to be developed for a mix of uses in order to achieve a minimum density target of 200 persons and jobs combined per hectare;
- Implementing an intensification target for Oshawa requiring 39% of all new residential units in the City to be constructed as infill development within the City's built-up areas; and,
- Requiring development in greenfield areas to achieve an overall minimum density target of 50 persons and jobs combined per hectare.

Amendments to the Oshawa Official Plan are required to implement the DROP and to:

- Provide clarity and certainty about Oshawa's planned urban structure, where and how future growth should be accommodated, and what must be protected for current and future generations; and,

- Provide clarity and certainty as to how Oshawa's agricultural land base and the ecological features and functions on this landscape will be protected, including identifying where urbanization should not occur.

It should be noted that some of the recommended amendments to the Oshawa Official Plan will require reciprocal amendments to be made to the DROP. Any need for a Regional Official Plan Amendment in this regard will be determined by the Region. These are elaborated upon in Section 5.6.5 of this report.

5.5 CLOCA Watershed Plan Implementation Exercise

CLOCA has developed a series of proposed Official Plan policies for implementing a watershed-based planning approach in municipal official plans. Such an approach is supported by the Greenbelt Plan, the Growth Plan and ROPAs 114 and 128.

In early 2013, CLOCA approved new watershed plans for the Oshawa Creek and Black/Harmony/Farewell Creek watersheds, which together cover most of Oshawa's geographical land area. Approval of these watershed plans is part of an ongoing effort by CLOCA to update or create watershed plans for each of the watersheds within its jurisdictional boundaries.

The goal of watershed planning is to provide a framework to protect, restore and enhance a healthy and resilient watershed. A watershed plan examines the environment and human activities within a watershed area and assesses the relationships between these activities to determine how the ecosystems of the watershed should be managed to ensure they retain their ecological integrity and health in a sustainable manner.

The Water Resource System and External Connections policies contained in the Greenbelt Plan are reflected in the DROP as new watershed planning policies incorporated through ROPA 114. These policies have been introduced at the Provincial and Regional level in recognition of the fact that watersheds are the most meaningful scale for hydrological planning, and municipalities and conservation authorities should undertake watershed-based planning to guide planning and development decisions.

Accordingly, CLOCA has developed policies and natural heritage system mapping for its partner municipalities to consider incorporating into their Official Plan documents. These policies translate watershed goals, objectives and targets into municipal policy language so that municipalities have the policy instruments to effectively implement CLOCA's watershed plans.

Where appropriate to the Oshawa context, these proposed policies and mapping have been adapted for inclusion in the Oshawa Official Plan as part of the City's conformity exercise.

5.6 Recommended Amendments

5.6.1 General

It is now appropriate for the City to adopt amendments to the Oshawa Official Plan and Samac Secondary Plan that will put in place planning policies to:

- Implement the Greenbelt Plan;
- Implement the Growth Plan;
- Implement ROPAs 114 and 128; and,
- Ensure a watershed-based approach to planning in Oshawa.

Given the City-wide scope of the required policy changes, the recommended amendments involve changes to Part I of the Official Plan as well as to all of the City's Part II Plans, and to the Samac Secondary Plan.

5.6.2 Recommended Amendments to Part I of the Oshawa Official Plan

Attachment 3 identifies key recommended policy changes to the Part I Plan on a section-by-section basis, as well as recommended policy changes to the Samac Secondary Plan. The recommended policy changes listed under each section are not intended to be exhaustive, but rather constitute a select list of changes that are appropriately classified as substantive or "key".

Attachment 4 identifies key recommended changes to the various schedules contained in the Oshawa Official Plan, including the introduction of several new schedules, as well as key recommended changes to the schedules contained in the Samac Secondary Plan.

Attachment 5 shows the recommended new Living Areas north of Highway 407 and the recommended new Industrial Areas adjacent to Highway 407.

5.6.3 Recommended Amendments to Part II Plans of the Oshawa Official Plan and to the Samac Secondary Plan

The Oshawa Official Plan currently has Part II Plans covering five Planning Areas: Eastdale, Pinecrest, Taunton and Windfields as well as a portion of Kedron. Amendments to all five of the City's Part II Plans are necessary due to the comprehensive nature of the recommended policy changes and the need to align the Part II Plans with the policy changes made to the Part I Plan.

With respect to the Kedron Planning Area, the required changes generally are not substantive given that the Kedron Part II Plan was only approved by the Region in May of 2014. Accordingly, the recommended changes to the Kedron Part II Plan mainly stem from the need to ensure consistency with changes to the Part I Plan, where appropriate.

Like the various Part II Plans, the Samac Secondary Plan provides a further level of detail with respect to land use planning policies to guide development in the Samac Planning Area. The Samac Secondary Plan predates the five Part II Plans and has not yet been formally incorporated as a Part II Plan under the umbrella of the Oshawa Official Plan.

Nonetheless, the Samac Secondary Plan essentially functions in the same manner as a Part II Plan, and where appropriate, amendments have been recommended to ensure that it is consistent with the policy changes made to the Part I Plan.

5.6.4 Rationale for Recommended Amendments to the Oshawa Official Plan and Samac Secondary Plan

Consideration of the recommended amendments is appropriate for the following key reasons:

- The recommended amendments would bring the Oshawa Official Plan and Samac Secondary Plan into conformity with the Provincial Greenbelt Plan and the Provincial Growth Plan;
- The recommended amendments would bring the Oshawa Official Plan and Samac Secondary Plan into conformity with the Durham Regional Official Plan, particularly amendments introduced under ROPA 114 and ROPA 128;
- The recommended amendments will assist in advancing development in the City in an orderly manner;
- The recommended amendments clarify the City's long term planning interest in new expansion areas of the City to property owners, residents, the development community, the business community and others;
- The recommended amendments will help facilitate job creation and growth in the local economy;
- The environmental management portions of the recommended amendments implement a watershed-based planning approach as promoted by the Province, the Region and CLOCA;
- The recommended amendments will advance an appropriate range of residential housing types and densities as well as mixed-use development;
- The recommended amendments will advance appropriate urban design considerations, particularly for development in Central Areas, along Corridors, and around Commuter Stations;
- The recommended amendments will advance a balanced, integrated multi-modal transportation system/recreational trail system for vehicles, pedestrians and cyclists;
- The recommended amendments will advance intensification in appropriate areas, such as in Central Areas, Mobility Hubs and along certain portions of arterial roads, and will promote transit-supportive development; and,
- The recommended amendments will provide new policies to ensure that the housing needs of all residents are met.

5.6.5 Reciprocal Amendments Required to the Durham Regional Official Plan

Due to factors such as timing, the evolution of information and the opportunity for refined analyses at the area municipal level, some of the recommended amendments to the Oshawa Official Plan require reciprocal amendments to be made to the Durham Regional Official Plan. In this regard, it is recommended that the Region of Durham be requested to amend the Durham Regional Official Plan as follows:

- Amend Schedule 'A' – Map A4 to redesignate the lands located south of the Hydro One Networks Inc. hydro corridor, between the west branch of the Oshawa Creek and the Windfields Regional Centre, from "Employment Areas" to Living Areas".
- Amend Schedule 'A' – Map A4 to redesignate the lands located south of the Enbridge and TransCanada pipelines, between the east branch of the Oshawa Creek and the Windfields Regional Centre, from "Employment Areas" to Living Areas".
- Amend Schedule 'A' – Map A4 to redesignate the lands located south of Highway 401, west of Park Road South, north of the Canadian National Railway mainline and east of Stevenson Road South from "Employment Areas" to "Living Areas", to be consistent with the Region's 1995 approval of Amendment 40 to the Oshawa Official Plan.
- Amend Schedule 'A' – Map A4 to delete the future GO station shown located at the southeast quadrant of Gibb Street and Stevenson Road South, and show the location of the future Thornton's Corners and central Oshawa GO stations pursuant to the Environmental Assessment approved by Metrolinx for the Oshawa to Bowmanville GO Rail extension along the Canadian Pacific Railway (CPR) mainline.
- Amend Schedule 'A' – Map A4 to relocate the future GO Rail Highway 401 crossover further to the west in Whitby, pursuant to the Environmental Assessment approved by Metrolinx for the Oshawa to Bowmanville GO Rail extension along the Canadian Pacific Railway (CPR) mainline.
- Amend Schedule 'A' – Map A4 to redesignate the lands east of Park Road South, on the south side of Cordova Road and on the north and south sides of Malaga Road, from "Employment Areas" to "Living Areas".
- Amend Schedule 'C' – Map C2 to show the Ritson Road South/Highway 401 interchange as an existing interchange rather than an existing interchange proposed to be removed.
- Amend Schedule 'C' – Map C2 to indicate that the two future Type C Arterial roads shown east and west of Simcoe Street North, north of Winchester Road, will not be Highway 407 crossovers.
- Amend Schedule 'C' – Map C3 to relocate the Transportation Hub shown at the southeast quadrant of Gibb Street and Stevenson Road South to the location of the planned new central Oshawa GO Station along the CPR mainline, midway between Simcoe Street South and Ritson Road South, pursuant to the Environmental

Assessment approved by Metrolinx for the Oshawa to Bowmanville GO Rail extension along the Canadian Pacific Railway (CPR) mainline.

- Amend Schedule 'C' – Map C3 to show the location of the future Thornton's Corners Commuter Station south of the CPR mainline, west of Thornton Road South, pursuant to the Environmental Assessment approved by Metrolinx for the Oshawa to Bowmanville GO Rail extension along the Canadian Pacific Railway (CPR) mainline.
- Amend Schedule 'C' – Map C3 to relocate the future GO Rail Highway 401 crossover further to the west in Whitby, pursuant to the Environmental Assessment approved by Metrolinx for the Oshawa to Bowmanville GO Rail extension along the Canadian Pacific Railway (CPR) mainline.
- Amend Schedule 'C' – Map C4 to show an Arterial Road haul route along Farewell Road linking Highway 401 to Oshawa Harbour.
- Amend Durham Regional Official Plan Policy 11.3.28 to be consistent with recommended Oshawa Official Plan Policy 3.2.22, in recognition of Council's commitment to operate the Oshawa Executive Airport until at least 2033.

5.7 Next Steps

The next steps in the planning process are generally anticipated as follows:

- Council adopts amendments.
- Request the Region to initiate certain amendments to the DROP that are required in order to facilitate the adoption of certain portions of the recommended amendments to the Oshawa Official Plan.
- Send Council-adopted amendments to the Region of Durham for approval since the Region is the approval authority and the request to amend the DROP.

6.0 Financial Implications

The approval of the recommended amendments would embody certain capital costs for the City related to the addition of new residential and employment land and the construction and maintenance of:

- Arterial and collector roads, including cycling facilities;
- Stormwater management facilities;
- Street Lighting;
- Provision of parks and trails; and
- Other City Services.

The above construction costs would primarily be funded through Development Charges. As the community is built out, costs for operation and maintenance would shift to increased assessment revenue collected through property taxes.

7.0 Relationship to the Oshawa Strategic Plan

The recommendation advances the Economic Prosperity and Financial Stewardship, Accountable Leadership, Social Equity and Environmental Responsibility goals of the Oshawa Strategic Plan

A handwritten signature in dark ink, appearing to read "P. D. Ralph".

Paul D. Ralph, BES, RPP, MCIP, Commissioner,
Development Services

**DS-15-218
Attachment 1**

Excerpts from the Minutes of the Development Services Committee Meeting held on June 15, 2015

Ihor George Lysyk addressed the Development Services Committee concerning Report DS-15-130, stating he owns property at 1324 Winchester Road East and that he has met with City staff regarding a section of his property that is referenced as 'open space' and 'natural heritage', when in fact it's a planted feature and not of heritage value. Ihor George Lysyk stated he is opposed to the current map showing this designation and that he looks forward to seeing a revised map in the future.

Chris Jones, Director, Development Review and Regulations, Central Lake Ontario Conservation Authority (C.L.O.C.A) addressed the Development Services Committee concerning Report DS-15-30, stating he wanted to thank staff for the work involved with the proposed amendments and that he appreciates that the proposed amendments include much of the work done by C.L.O.C.A with respect to watershed planning.

Chris Jones stated he feels that the proposed amendments represent a balance between progressive planning, environmental stewardship and growth.

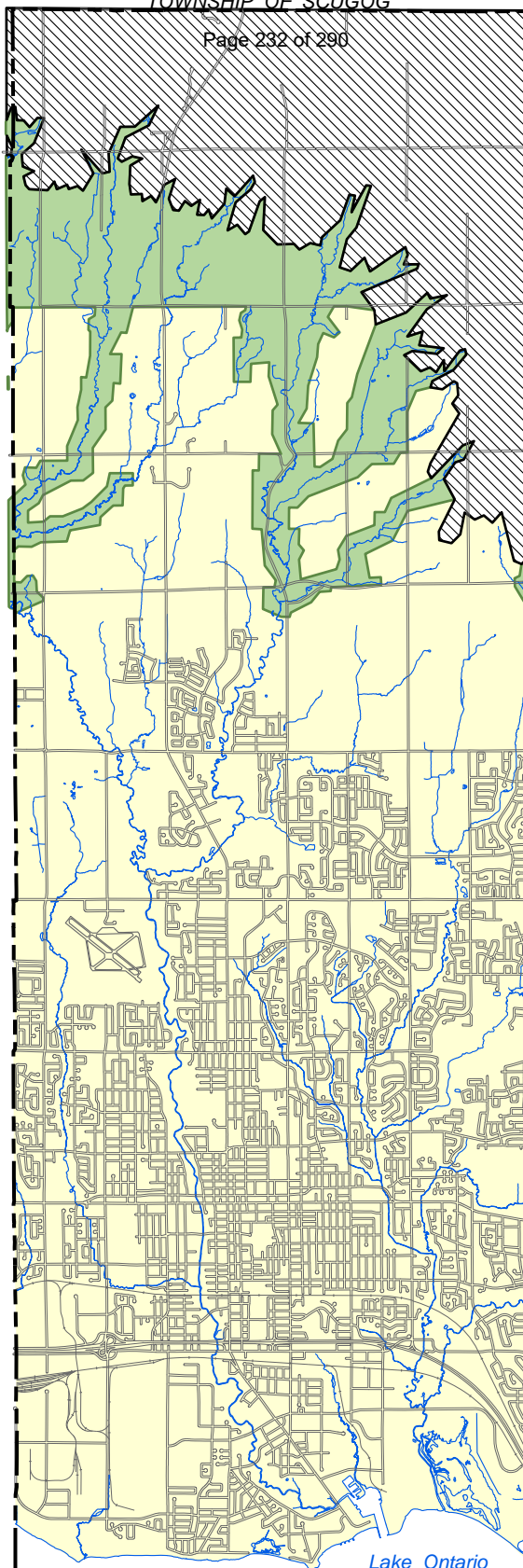
The Committee questioned Chris Jones.

No further public comments were received.

TOWN OF WHITBY

MUNICIPALITY OF CLARINGTON

-  Greater Golden Horseshoe
Growth Plan Area
 Greenbelt Area
 Oak Ridges Moraine
 Protected Countryside



Lake Ontario

Attachment 2

Item: DS-15-218
 Subject: Oshawa Official Plan Conformity and Watershed Plan Implementation Exercise
 File: B-3100-0368

Overview of Key Proposed Policy Changes to the Oshawa Official Plan and Samac Secondary Plan**Official Plan Section 1.0 General**

1. Introduce the concept of Greenland Areas as established by the Region under Regional Official Plan Amendment (ROPA 114)
2. Clarify that expanding the Major Urban Area boundary will require an Amendment to the Official Plan under a future comprehensive review
3. Introduce the definitions of Development, Site Alteration, Built Boundary, Built-up Area, Greenfield and Gross Density as per ROPAs 114 and 128
4. Provide the City with the ability to implement phasing mechanisms to regulate the timing of development in the Greenfield Area in the event that residential intensification targets are not being met within the Built Boundary (i.e. 39% of all new units created annually are to be constructed within the Built Boundary)
5. Introduce population, housing and employment forecasts for the City as per ROPA 128

Official Plan Section 2.0 Land Use Policies

1. Introduce policies for Corridors, Mobility Hubs and Commuter Stations as per ROPA 128
2. Introduce detailed density and urban form policies, including Floor Space Index (FSI) targets, with respect to the following Main Central Areas:
 - Downtown Main Central Area/Oshawa Urban Growth Centre (UGC); and
 - Windfields Main Central Area
3. Incorporate additional policy language, including FSI and density targets, regarding Sub-Central Areas and Local Central Areas as a result of policy language introduced in both ROPAs 114 and 128
4. Incorporate revisions to Planning Criteria policies for Central Areas that include:
 - Highlighting the needs of pedestrians and cyclists as a primary design consideration;
 - Facilitating transit and active transportation;
 - Identifying appropriate forms of and locations for residential intensification;
 - Promoting more compact urban form;
 - Promoting transit supportive design;
 - Maintaining/enhancing historical streetscapes;
 - Encouraging rooftop mechanical equipment to be enclosed;

- Implementing requirements for new development to front or flank road rights-of-ways (ROW); and
 - Ensuring light pollution abatement measures are implemented
5. Define built form characteristics for Central Areas
 6. Introduce minimum built heights within Central Areas
 7. Introduce the potential requirement for a comprehensive urban design study to assist in evaluating individual development proposals within the broader surrounding context of a Main Central Area or Sub-Central Area
 8. Introduce policies for both Regional and Local Corridors, including planning criteria relating to urban design and transportation infrastructure
 9. Introduce policies for Mobility Hubs and Commuter Stations, including planning criteria similar to both Centres and Corridors
 10. Introduce policies regarding the connection of the Downtown Oshawa UGC to the future Central Oshawa Mobility Hub area
 11. Strengthen the importance of Central Areas, Corridors and the UGC as locations containing the City's main concentrations of retail activity
 12. Add policies to require more compact urban form within Central Areas, Corridors and the UGC for commercial development
 13. Add new requirements for retail impact studies as per ROPA 128
 14. Strengthen policies to protect historic residential areas/stable neighbourhoods from inappropriate residential intensification
 15. Introduce requirements for pedestrian walkways and on- and off-road cycling facilities within residential neighbourhoods
 16. Introduce the concept of Low Impact Development technologies in subdivision and housing design
 17. Introduce requirements and exemptions for Part II Plans (e.g., not required on sites in Greenfield Areas that are less than 20 hectares in size if the City is satisfied that a Part II Plan is not necessary)
 18. Introduce policies to indicate that until a Part II Plan is prepared for the Columbus Area, development within the former Hamlet area will generally be guided by the development plan for the Hamlet of Columbus including clarifying that new residential lots are not permitted within areas proposed for development in the Hamlet Development until a Part II Plan is prepared
 19. Introduce policies to ensure that the development of industrial lands along Simcoe Street North between Highway 407 and the community of Columbus is limited to offices, cultural uses, recreational and community uses and hotel uses that are compatible with and sensitive to the heritage character of Columbus

20. Revise the definition of Industrial Areas as per ROPA's 114 and 128
21. Introduce the concept of Regeneration Areas that will retain industrial designation pending initiation of further planning studies by the City
22. Introduce Sensitive Use policies as per ROPA 128, to restrict/regulate sensitive uses in Industrial areas
23. Introduce policies requiring 50% of all forecast employment to be located on designated industrial lands
24. Modify planning criteria for the development of industrially designated lands within Greenfield areas, to address requirements for watershed plans, servicing, a fiscal impact analysis, land use conflict assessments and ensuring a sensitive transition between industrial uses and residential areas, including the community of Columbus
25. Introduce a policy requiring the review of industrial development proposals to include an evaluation of the extent to which anticipated employment in Greenfield Industrial Areas assists to achieve the objective of a minimum gross density of 27 jobs per hectare
26. Introduce policies to address the proposed conversion of industrial lands to non-industrial uses as per ROPA 128
27. Add policies to address the development of Regional Corridors within Industrial areas
28. Strengthen the importance of active transportation and transit when planning for Institutional uses
29. Introduce policies to appropriately manage the Natural Heritage System within lands designated for Open Space and Recreation purposes
30. Clarify opportunities for agricultural uses within the Open Space and Recreation designation
31. Introduce new policies as required under ROPA 114 for major recreation uses, commercial kennels, landscape industry uses, etc., beyond the Major Urban Area boundary
32. Revise Rural Settlement policies to remove references to the community of Columbus as a Hamlet
33. Revise Rural Settlement policies to conform to hamlet policies in the Greenbelt Plan and ROPA 114 for the Hamlet of Raglan
34. Add policies to further protect the community character of the Hamlet of Raglan
35. Revise the policies dealing with estate residential subdivisions, including the introduction of a policy to prohibit new estate residential subdivision proposals
36. Modify the existing policies relating to non-farm residential development in rural areas

37. Introduce definitions for agricultural uses, agricultural-related uses, Minimum Distance Separation, secondary agricultural uses and agricultural-related uses, in accordance with the Provincial Policy Statement and ROPA 114
38. Add new policies to protect Prime Agricultural uses
39. Add new policies to regulate lot creation, severances and creation of second dwellings in Prime Agricultural areas
40. Revise Mineral Aggregate policies to conform to ROPA 114 and the Greenbelt Plan, including adding a new definition for Mineral Aggregate Operations
41. Add a new policy to highlight the City's commitment to operating the Oshawa Municipal Airport until at least 2033
42. Introduce policies to appropriately manage the Natural Heritage System (e.g. Oshawa and Montgomery Creeks) within Recreational and Tourist nodes and Marinas
43. Introduce and explain what infrastructure means in the context of the Oshawa Official Plan
44. Introduce Infrastructure policies in relation to watershed based planning (e.g., crossing of natural features, etc.)
45. Introduce planning criteria and built form policies for the Oshawa Harbour/Waterfront Place
46. Introduce policies for the Columbus Planning Area to protect the historical significance and community character of the former hamlet

Official Plan Section 3.0 Transportation

1. Introduce the concept of Intelligent Transportation Systems, Transit Demand Management, Transit Oriented Development and Employee Trip Reduction as means of optimizing the use of transportation infrastructure
2. Revise transportation criteria related to function, right-of-way widths and intersection spacing/access for various Road Types based on ROPA 114 and the Region of Durham Transportation Master Plan
3. Introduce a policy to highlight the City's commitment to operating the Oshawa Executive Airport until at least 2033
4. Incorporate policies from ROPA 114 to support and encourage active transportation
5. Include policies from ROPA 114 to guide the review of development proposals along roads subject to the Municipal Class Environmental Assessment process
6. Introduce policies to facilitate the use of transit where development proposals are adjacent to Commuter stations, Mobility Hubs and Transit Spines

Official Plan Section 4.0 Community Improvement

1. Replace references to the Central Business District with references to the Downtown Oshawa UGC
2. Indicate references to residential intensification as a defined term in the Official Plan

Official Plan Section 5.0 Environmental Management

1. Revamp the Environmental Management section to implement requirements to protect and enhance Oshawa's Natural Heritage System, as per the Greenbelt Plan, ROPA 114 and the Central Lake Ontario Conservation Authority Watershed Plans for Oshawa
2. Introduce new policies to implement a watershed based planning approach in Oshawa
3. Introduce new minimum watershed targets (e.g. 30% forest cover, 10% wetlands cover; 5% deep interior forest) and, within the Oak Ridges Moraine and Greenbelt Protected Countryside area, maximum impervious surface limits
4. Replace policies dealing with Environmentally Sensitive Areas with policies addressing Natural Heritage and Hydrologic Features
5. Introduce policies requiring Environmental Impact Studies where development occurs in proximity to a natural heritage or hydrologic feature and/or the Natural Heritage System
6. Introduce policies to restrict and/or regulate development within various components of the Natural Heritage System or in the vicinity of natural heritage and hydrologic features outside of the Natural Heritage System
7. Introduce policies related to High Volume Recharge Areas
8. Introduce policies related to riparian corridors and areas identified for natural cover regeneration/restoration
9. Introduce policies to protect significant groundwater discharge areas
10. Introduce policies related to aquifer vulnerability

Official Plan Section 6.0 Housing

1. Introduce a definition for what constitutes a complete community
2. Include policies requiring the City to endeavor to accommodate sufficient opportunity for 10 years of residential growth within the Major Urban Area
3. Clarify that the requirement to maintain enough lands for a 3 year supply of residential units be on land with sufficient servicing capacity
4. Introduce enhanced intensification policies

5. Revise the existing affordable housing policies as per ROPA 114
6. Remove the existing policy requiring a minimum distance separation regulation in the zoning by-law for separation between group homes
7. Include a policy requiring annual monitoring of and reporting on the City's Student Accommodation Strategy

Official Plan Section 7.0 Economic Development

1. Introduce as a target activity rate a jobs to population ratio of 50% (one job for every two residents)
2. Add policies to promote the Downtown Main Central Area, (particularly the Downtown Oshawa Urban Growth Centre), the Windfields Main Central Area and Regional Corridors as locations well-suited for addressing the employment needs of Major Office development
3. Highlight the importance of the expeditious extension of Highway 407
4. Indicate that future urban area expansions in the vicinity of Highway 407 should designate lands next to the highway corridor for industrial purposes

Official Plan Section 8.0 Part II Plans

1. Incorporate reciprocal changes to the Part II Plans to match up with the changes made to the Part I Plan
2. Add a minimum gross density target of 50 jobs and persons combined per hectare for Greenfield areas in new Part II Plans implemented by the City
3. Add new study requirements for the development of Part II Plans as per ROPA 128
4. Introduce a new policy requiring Part II Plans to be 75% developed prior to the approval of new development in adjacent Part II Plans
5. Introduce a new policy to indicate that the Columbus Part II Plan will include language related to cost-sharing amongst developers for infrastructure
6. Introduce a new policy in the Pinecrest Part II Plan to indicate that lands along the south side of Taunton Road East, west of Townline Road North may also be developed for Medium Density I uses

Official Plan Section 9.0 Implementation

1. Introduce a definition for what constitutes a comprehensive review and identify the matters/issues to be addressed in undertaking one as per ROPA 128
2. Introduce a policy to require all residential and non-residential development outside of the Major Urban Area to comply with the provincial Minimum Distance Separation formulae

3. Clarify the conditions under which the City may zone to permit the continuation, expansion or enlargement of existing non-conforming uses, or to permit minor variations of existing uses to similar types of uses as an exception
4. Provide the City with the ability to incorporate lapsing provisions and a stale-date of 8 years for plans of subdivision
5. Introduce monitoring policies to gauge the degree to which growth management and development targets/objectives are being achieved

Official Plan Section 10.0 Interpretation

1. Introduce a statement indicating that the Oshawa Official Plan has been prepared consistent with the Provincial Policy Statement, ORMCP, Greenbelt Plan, Growth Plan and other relevant Provincial Plans

Samac Secondary Plan

1. Incorporate reciprocal changes to the Samac Secondary Plan to match up with the changes made to the Oshawa Official Plan
2. Introduce a new policy to indicate that lands along the east and west sides of Simcoe Street North, north of Taunton Road East can also develop at Medium I Density

Overview of Key Proposed Schedule Changes to the Oshawa Official Plan and Samac Secondary Plan**Schedule A Land Use (Existing Schedule)**

1. Categorize the structural elements shown on Schedule "A" as pertaining to Urban Areas, Rural Areas and Greenland Areas
2. Revise the Major Urban Area Boundary to reflect boundary expansions implemented by the Region (such as in the vicinity of the former Hamlet of Columbus) and appropriately re-designate lands brought into the Major Urban Area including the deletion of the Future Urban Development Area and the introduction of Residential and Open Space and Recreation designations in its place
3. Delineate the Built Boundary as established by the Province as part of the Provincial Growth Plan
4. Delineate the Greenbelt Protected Countryside Area Boundary as established by the Province as part of the Greenbelt Plan
5. Delete the Hamlet designation pertaining to the former Hamlet of Columbus, given that this community is now within the Major Urban Area and, as a result, is no longer categorized as a Hamlet
6. Identify the area comprising the former Hamlet of Columbus as a Special Development Area
7. Delete the previous alignment of the Proposed Highway 407 Corridor and show the new limits of the approved Highway 407 Corridor
8. Revise the extent of lands designated as Open Space and Recreation throughout the City to more closely reflect the geographical extent of components of the Natural Heritage System identified by CLOCA and to include various existing parkland areas that are contiguous to the Natural Heritage System
9. Amend the boundary limits of the Windfields Main Central Area to more closely reflect the boundaries as shown in the Windfields Part II Plan
10. Revise the extent of the land use designations within the Windfields Planning Area to more closely match the designations in the approved Windfields Part II Plan Land Use Schedule
11. Revise the extent of the Planned Commercial Centre and Residential designations within the Windfields Main Central Area to more closely reflect the approved Part II Plan Land Use Schedule for the Windfields Part II Planning Area

12. Re-designate all lands within the 500kV hydro corridor running generally parallel to and in proximity to the limits of the approved Highway 407 Corridor as Open Space and Recreation
13. Amend the boundary limits of the Downtown Main Central Area
14. Delete the Central Business District designation
15. Replace all existing land use designations within the area established by the Province as the Downtown Oshawa Urban Growth Centre (UGC) with a new Downtown Oshawa UGC designation
16. Revise the extent of the Residential designation within the Downtown Main Central Area
17. Identify the following lands as Regeneration Areas:
 - The lands designated as Industrial located generally along the north side of Russet Avenue;
 - The lands designated as Industrial generally located within the northwest and northeast quadrants of the intersection of Ritson Road North and Adelaide Avenue East; and
 - The lands designated as Industrial located north of Highway 401 between Simcoe Street South and Ritson Road South (former PPG lands)

Schedule A 1 Land Use: Oak Ridges Moraine (Existing Schedule)

1. No proposed key changes

Schedule A 2 Corridors and Intensification Areas (Recommended New Schedule)

1. Create a new Schedule “A-2” titled “Corridors and Intensification Areas”
2. Identify Bloor Street and segments of King and Bond Streets, Taunton Road, Simcoe Street and Harmony Road as Regional Corridors
3. Identify Conlin Road as a Local Corridor
4. Identify Intensification Areas along Bloor Street, Simcoe Street, Taunton Road East and King Street West
5. Delineate all Main Central Area, Sub-Central Area and Community Central Area boundaries
6. Delineate the Built Boundary as established by the Province
7. Delineate the Major Urban Area Boundary
8. Identify existing rail lines and the Metrolinx EA approved rail alignment for the future extension of GO train service from Oshawa to Bowmanville

9. Delineate the Oak Ridges Moraine and Greenbelt Protected Countryside Area boundaries
10. Delineate the limits of the approved Highway 407 Corridor and Highway 401

Schedule B Road Network (Existing Schedule)

1. Add various new Type 'C' Arterial Roads
2. Differentiate between existing and future arterial and collector road rights-of-way
3. Identify a new future Highway 401 interchange located at Ritson Road South
4. Delete the previous alignment of the Proposed Highway 407 Corridor and show the limits of the approved Highway 407 Corridor
5. Delete the Go-Transit Requested Alignment and Station Locations (the Metrolinx EA approved rail alignment and commuter stations will be shown on new Schedule "B-1")
6. Delineate the Greenbelt Protected Countryside Area boundary

Schedule B 1 Transit Priority Network (Recommended New Schedule)

1. Create a new Schedule "B-1" titled "Transit Priority Network"
2. Identify Regional Transit Spines
3. Identify existing and future Commuter Stations
4. Identify the location of two Mobility Hubs: one having a defined geographic area (pertaining to the proposed Central Oshawa Mobility Hub, bounded by the John Street – Eulalie Avenue connection to the north, Ritson Road South to the east, Highway 401 to the south and Oshawa Creek to the west), and one having an undefined geographic area (pertaining to the proposed Windfields Mobility Hub, generally located at the intersection of the approved Highway 407 Corridor and Simcoe Street North)
5. Identify existing rail lines and the Metrolinx EA approved rail alignment for the future extension of GO train service from Oshawa to Bowmanville
6. Delineate the Oak Ridges Moraine and Greenbelt Protected Countryside Area boundaries
7. Delineate the limits of the approved Highway 407 Corridor and Highway 401

Schedule B 2 Preferred Haul Routes (Recommended New Schedule)

1. Create a new Schedule "B-2" titled "Preferred Haul Routes"
2. Identify Preferred Haul Routes along Highway 407, Taunton Road, Highway 401, Farewell Street between the Oshawa Harbour and Bloor Street East, and Harmony Road between Highway 401 and Highway 407

3. Identify the location of the Oshawa Executive Airport and the Oshawa Harbour
4. Identify existing rail lines, Highway 401 and the limits of the approved Highway 407 Corridor
5. Delineate the Oak Ridges Moraine and Greenbelt Protected Countryside Area boundaries

Schedule C Community Improvement Area (Existing Schedule)

1. No proposed key changes

Schedule C 1 Renaissance Community Improvement Area (Existing Schedule)

1. No proposed key changes

Schedule D Environmental Management (Existing Schedule)

1. Schedule “D” has been modified to form two new schedules: Schedule “D-1” and Schedule “D-2”

Schedule D 1 Environmental (Recommended New Schedule)

1. A new Schedule “D-1” has been created based on the original proposed amended Schedule “D” except for the following changes:
 - Changes to the limits of the “Natural Heritage System” and/or “Natural Heritage and/or Hydrologic Features Outside of the Natural Heritage System” for the following areas:
 - 1345 Winchester Road East
 - Lands on the west side of Thornton Road South, directly south of the TransNorthern pipeline (north of Taunton Road West)
 - 305 Columbus Road West
 - “High Volume Recharge Areas” have been removed
 - “Lake Iroquois Beach” has been removed
 - “High Potential Mineral Aggregate Areas” have been removed
 - The section of “Natural Heritage System” (i.e., a section of Riparian Corridor) at the northeast corner of Conlin Road East and Ritson Road North has been removed, since it has been replaced by a diversion corridor
 - In the Kedron Part II Plan area, changes have been made to ensure that the lands shown on Schedule “F-1A” as components of the Natural Heritage System (i.e., “Natural Cover Regeneration/Restoration Areas”, “Key Natural Heritage Features and Key Hydrologic Features” and “Riparian Corridors”) match up with Schedule “D-1”
 - The limits of the Hazard lands on RioCan’s holdings in the Windfields Part II Plan area have been revised to reflect the results of the Stream Corridor Limits Report prepared by MMM Group for the RioCan lands

- With respect to Natural Heritage and/or Hydrologic Features Outside of the Natural Heritage System, the schedule has been modified to remove these features from RioCan's lands and Tribute's Dantonbury lands in the Windfields Part II Plan area
 - The limits of the Natural Heritage System shown on Tribute's Dantonbury lands in the Windfields Part II Plan area have been revised to reflect the results of approved environmental studies
2. Recommended Schedule "D-1" also incorporates the following changes to the existing Schedule "D":
- Revise the limits of Hazard Lands to better reflect updated data regarding the limits of Hazard Lands generated by the Central Lake Ontario Conservation Authority (CLOCA) through its preparation of various Watershed Plans
 - Remove the existing Environmentally Sensitive Areas designation and replace with a new Natural Heritage System designation (comprising Key Natural Heritage and Key Hydrologic Features, Riparian Corridors and areas for Natural Cover Regeneration/Restoration), as per data generated by CLOCA through its preparation of various Watershed Plans
 - Identify various Natural Heritage and/or Hydrologic Features located outside of the Natural Heritage System as per data provided by CLOCA through its preparation of various Watershed Plans
 - Delineate the Goodman Creek/Oshawa Creek Two Zone Floodplain Management Policy Area as per data provided by CLOCA
 - Delineate the Greenbelt Protected Countryside Area boundary

Schedule D 2 Environmental Management (Recommended New Schedule)

1. A new Schedule "D-2" has been created and includes the following elements:
- Identification of the area subject to the Greenbelt Natural Heritage System
 - Delineation of the 1 km Lake Ontario Shoreline Buffer
 - Delineation of "High Volume Recharge Areas"
 - Delineation of the "Lake Iroquois Beach" area
 - Delineation of "High Potential Mineral Aggregate Areas"
 - Delineation of the Oak Ridges Moraine Boundary
2. Delineation of the Greenbelt Protected Countryside Area

Schedule E Part II Planning Areas (Existing Schedule)

1. Modify the Windfields and Kedron Planning Area boundaries to match the final approved Part II Plan boundaries for Windfields and Kedron
2. Modify the City Centre Planning Area boundary to match the new proposed Downtown Oshawa Main Central Area boundary
3. Expand the Columbus Planning Area boundary to include additional adjoining lands, now located within the Major Urban Area and designated for residential uses

Schedule F 1 Natural Heritage System Components (Existing Schedule)

1. Schedule “F-1” has been modified to form two new schedules: Schedule “F-1A” and Schedule “F-1B”

Schedule F 1A Natural Heritage System Components (Excluding High Volume Recharge Areas (Recommended New Schedule)

1. A new Schedule “F-1A” has been created based on the original proposed amended Schedule “F-1” except for the following changes:
 - The lands removed from the “Natural Heritage System” shown on Schedule “D-1” have also been removed on Schedule “F-1A” for the following areas:
 - 1345 Winchester Road East
 - Lands on the west side of Thornton Road South, directly south of the TransNorthern pipeline (north of Taunton Road West)
 - 305 Columbus Road West
 - “High Volume Recharge Areas” have been removed
 - A reference to the definitions contained in Policies 5.1.2(h) and (i) has been added to the Legend element relating to Key Natural Heritage Features and Key Hydrologic Features
 - The section of “Riparian Corridor” at the northeast corner of Conlin Road East and Ritson Road North has been removed, since it has been replaced by a diversion corridor; in addition, the section of the same Riparian Corridor located upstream of the north-south running hydro corridor has been removed
2. Recommended Schedule “F-1A” also incorporates the following changes to the existing Schedule “F-1”:
 - Identify the following features on the Schedule as per data provided by CLOCA through its preparation of various Watershed Plans:
 - Key Natural Heritage Features and Key Hydrologic Features
 - Riparian Corridors
 - Natural Cover Regeneration/Restoration Areas
 - Watercourses
 - Waterbodies
 - Provincially Significant Wetlands (as established by the Province)
 - Areas of Natural and Scientific Interest (Life Science)
 - Delineate the Oak Ridges Moraine and Greenbelt Protected Countryside Area boundaries

Schedule F 1B” High Volume Recharge Areas and Greenbelt Natural Heritage System (Recommended New Schedule)

1. A new Schedule “F-1B” has been created and includes the following elements:
 - Identification of the area subject to the Greenbelt Natural Heritage System
 - Delineation of “High Volume Recharge Areas”

- Delineation of the Oak Ridges Moraine Boundary
- Delineation of the Greenbelt Protected Countryside Area Boundary

Schedule F 2" Landform Conservation Areas Oak Ridges Moraine (Existing Schedule)

1. No proposed key changes

Schedule F 3 Aquifer Vulnerability Oak Ridges Moraine (Existing Schedule)

1. No proposed key changes

Schedule B Eastdale Environmental Management Plan (Existing Schedule)

1. Revise the limits of Hazard Lands to better reflect updated data regarding the limits of Hazard Lands generated by CLOCA through its preparation of various watershed plans
2. Remove the existing Environmentally Sensitive Areas designation and replace with a new Natural Heritage System designation, as per data generated by CLOCA through its preparation of various Watershed Plans

Schedule A Pinecrest Land Use and Road Plan (Existing Schedule)

1. Redesignate certain lands on the south side of Taunton Road East between the Planned Development Area and the Planned Commercial Strip, from Low Density Residential to Medium Density II Residential with the ability to do Medium Density I

Schedule B Pinecrest Environmental Management Plan (Existing Schedule)

1. Revise the limits of Hazard Lands to better reflect updated data regarding the limits of Hazard Lands generated by CLOCA through its preparation of various watershed plans
2. Remove the existing Environmentally Sensitive Areas designation and replace with a new Natural Heritage System designation, as per data generated by CLOCA through its preparation of various Watershed Plans

Schedule A Taunton Land Use and Road Plan (Existing Schedule)

1. Redesignate certain lands at the northwest corner of Grandview Street North and Taunton Road East from Medium Density II Residential to Open Space & Recreation

Schedule B Taunton Environmental Management Plan (Existing Schedule)

1. Revise the limits of Hazard Lands to better reflect updated data regarding the limits of Hazard Lands generated by CLOCA through its preparation of various watershed plans
2. Remove the existing Environmentally Sensitive Areas designation and replace with a new Natural Heritage System designation, as per data generated by CLOCA through its preparation of various Watershed Plans

Schedule A Windfields Land Use and Road Plan (Existing Schedule)

1. Expand the northwest boundary of the Part II Plan area to include additional lands directly south of the hydro corridor, and designate these lands as Open Space and Recreation, Low Density Residential and Medium Density I Residential
2. Expand the northeast boundary of the Part II Plan area to include additional lands directly south of the Enbridge and TransCanada pipeline corridors, and designate these lands as Medium Density I Residential, Medium Density II Residential and Open Space & Recreation

Schedule B Windfields Environmental Management Plan (Existing Schedule)

1. Revise the limits of Hazard Lands to better reflect updated data regarding the limits of Hazard Lands generated by CLOCA through its preparation of various watershed plans
2. Remove the existing Environmentally Sensitive Areas designation and replace with a new Natural Heritage System designation, as per data generated by CLOCA through its preparation of various Watershed Plans

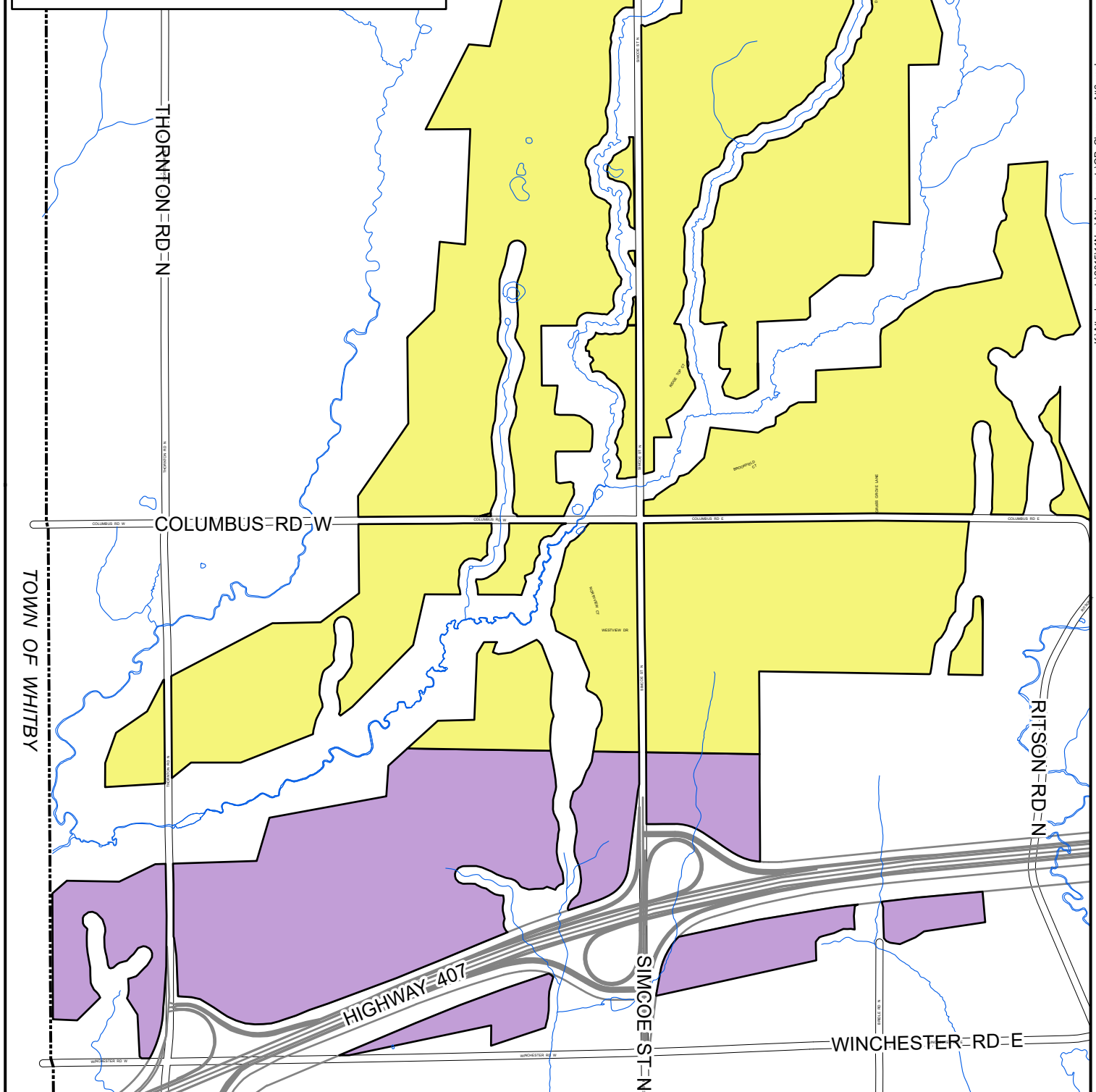
Schedule A Samac Land Use and Road Plan (Existing Schedule)

1. Redesignate certain lands at the southwest corner of Wilson Road North and Conlin Road East from Low Density Residential to Medium Density I Residential
2. Redesignate certain lands along the east side of Simcoe Street North, north of Taunton Road East, from Low Density Residential to Medium Density II Residential with ability to do Medium Density I Residential
3. Redesignate certain lands along the west side of Simcoe Street North, north of Taunton Road West, from Low Density Residential to Medium Density II Residential with ability to do Medium Density I Residential

Schedule B Samac Environmental Management Plan (Existing Schedule)

1. Revise the limits of Hazard Lands to better reflect updated data regarding the limits of Hazard Lands generated by CLOCA through its preparation of various watershed plans
2. Remove the existing Environmentally Sensitive Areas designation and replace with a new Natural Heritage System designation, as per data generated by CLOCA through its preparation of various Watershed Plans

- Urban Area Expansion Lands to be Added as New Residential
- Urban Area Expansion Lands to be Added as New Industrial



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Attachment 5

Item: DS-15-218
 Subject: Oshawa Official Plan Conformity and Watershed Plan Implementation Exercise
 File: B-3100-0368



December 17, 2020

The Honourable Steve Clark
Minister of Municipal Affairs and Housing
777 Bay Street, 17th Floor
Toronto, ON M5G 2E5

Date:	05/01/2021
Refer to:	Not Applicable
Meeting Date:	Jan. 11, 2021
Action:	null
Notes:	COW- BPED
Copies to:	

Dear Minister Clark:

**RE: Response to November 25, 2020 Notice of Motion regarding
Minister's Zoning Orders (2020-P-30), Our File: D00**

The Regional
Municipality
of Durham

Corporate Services
Department
Legislative Services

605 Rossland Rd. E.
Level 1
PO Box 623
Whitby, ON L1N 6A3
Canada

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1-800-372-1102
Fax: 905-668-9963

durham.ca

Don Beaton, BCom, M.P.A.
Commissioner of Corporate
Services

Council of the Region of Durham, at its meeting held on December 16, 2020, adopted the following recommendations, as amended:

"Whereas increasingly applicants are requesting Minister's Zoning Orders in order to bypass the public planning process and to expedite development projects; and

Whereas there is no defined MZO process to ensure that the appropriate technical issues are fully addressed before an MZO is enacted; and

Whereas Regional Council wishes to ensure that all planning-related decisions affecting lands in the Region of Durham are sound and in the public interest;

Now therefore be it resolved that:

1. Durham Region request that the Minister of Municipal Affairs and Housing define what are matters of Provincial priority for consideration of MZO's;
2. Durham Region request the Minister of Municipal Affairs and Housing to clarify when MZOs will (and will not) be used to expedite development, and to clarify what safeguards can and will be put in place to ensure that future land use decisions made by way of an MZO represent good planning and are in the public interest;
3. That the Minister consult with the upper tier municipalities during the consideration of any MZO that affects land in the Region. Since any new development affects Regional infrastructure, (i.e. sewer, water, roads), this consultation with the Region is imperative;
4. That the Minister consider whether the proposal conforms to provincial planning policy and consider whether the proposed

development would adversely affect any matter of provincial interest set out in Section 2 of the Planning Act;

5. That the Minister consider whether the proposal conforms to Regional planning policy and facilitates uses that advance Provincial and regional priorities;
6. That the Minister consider whether new development permitted by an MZO adversely affects uses in the vicinity of the area;
7. That the Minister assess whether the project is “shovel-ready” and will be constructed in a timely manner. In that regard, the MZO could include a lapsing provision so that if a building permit has not been issued for the proposal within a specified timeframe, the MZO could be repealed;
8. That prior to the issuance of an MZO, the required technical studies have been, or will be, completed to demonstrate there will not be any unacceptable impacts on the natural environment;
9. That prior to the issuance of an MZO, the required technical studies have been, or will be, completed to demonstrate that the Regional infrastructure is sufficient to accommodate the proposal, and where necessary that a development agreement has been executed prior to the enactment of the MZO to secure the necessary infrastructure works and ensure that any fiscal impacts on the Region have been addressed;
10. That the affected municipality/municipalities be reimbursed by the proponent for time spent by municipal staff on the basis that a significant amount of staff time is required to assist affected Councils when considering MZO requests, to compensate for the foregone planning application fee revenue that would otherwise have been collected; and
11. That a copy of this resolution be forwarded to all local area municipalities in Durham Region.”

Ralph Walton

Ralph Walton,
Regional Clerk/Director of Legislative Services

RW/tf

- c: A. Harras, Acting Clerk, Town of Ajax
- B. Jamieson, Clerk, Township of Brock
- J. Gallagher, Clerk, Municipality of Clarington
- M. Medeiros, Clerk, City of Oshawa
- S. Cassel, Clerk, City of Pickering
- J.P. Newman, Clerk, Township of Scugog
- D. Leroux, Clerk, Township of Uxbridge
- C. Harris, Clerk, Town of Whitby
- B. Bridgeman, Commissioner of Planning and Economic Development



**The Regional
Municipality
of Durham**

Corporate Services
Department
Legislative Services

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Don Beaton, BCom, M.P.A.
Commissioner of Corporate
Services

THIS LETTER HAS BEEN FORWARDED
TO THE EIGHT AREA CLERKS

December 18, 2020

Becky Jamieson
Clerk
Township of Brock
1 Cameron Street East
Cannington, ON L0E 1E0

Date:	05/01/2021
Refer to:	Not Applicable
Meeting Date:	Jan. 11, 2021
Action:	null
Notes:	COW - BPED
Copies to:	

Dear Ms. Jamieson:

**RE: Regulatory Framework to Manage the Operations of
Anaerobic Digestion Facilities, Our File: E08**

Council of the Region of Durham, at its meeting held on December 16, 2020, adopted the following recommendations:

“Whereas the Ministry of the Environment, Conservation and Parks has recently released draft revisions to the Food and Organic Waste Policy Statement;

And Whereas, this policy requires diversion targets to be met for food and organic waste in Ontario;

And Whereas, anaerobic digestion is one technology that is available to assist in meeting these regulatory requirements;

And Whereas, the capture of methane biogas for conversion into renewable natural gas or other forms of energy will be a model for the future to create a carbon neutral resource from the residential organics stream and help mitigate the current climate crisis if properly regulated, developed and managed;

And Whereas, fulsome Provincial oversight and regulations are required to manage the operation of anaerobic digestion facilities to ensure that any potential impacts on neighbouring properties, including but not limited to odour, noise and traffic, are mitigated;

And Whereas, fulsome Provincial oversight and regulations are required to manage the impact on the environment including impacts associated with emissions to air, soil, surface water and groundwater;

And Whereas, as an emerging industry, numerous projects have been proposed in a short timeframe within the Province, including within the Regional Municipality of Durham;

And Whereas, it is important to ensure that public sector anaerobic digestion facilities and private sector anaerobic digestion facilities are evaluated against a common regulatory framework to ensure a consistent approach;

Now therefore be it resolved;

1. That the Council of the Regional Municipality of Durham requests the Ministry of the Environment, Conservation and Parks to develop a regulatory framework to manage the operation of anaerobic digestion facilities, whether public sector or private sector owned and operated, and apply a consistent approach across the Province in order to ensure host communities of these facilities are protected from land use planning and environmental impacts;
2. That the regulatory framework apply equally to public sector anaerobic digestion facilities and private sector anaerobic digestion facilities;
3. That the regulatory framework address land use planning matters, such as, but not limited to, odour, noise and traffic;
4. That the regulatory framework address environmental matters, such as, but not limited to, emissions to air, soil, surface water and groundwater and that the impacts are properly mitigated; and
5. That a copy of this resolution be forwarded to all Durham Area M.P.Ps and all Durham area municipalities.”

Ralph Walton

Ralph Walton,
Regional Clerk/Director of Legislative Services

RW/ks

c: S. Siopis, Commissioner of Works

January 5, 2021

Ralph Walton, Regional Clerk
The Regional Municipality of Durham
605 Rossland Road East
Whitby, ON L1N 6A3

Date:	05/01/2021
Refer to:	Not Applicable
Meeting Date:	Jan. 11, 2021
Action:	null
Notes:	COW - BPED
Copies to:	

File A-2200-0023

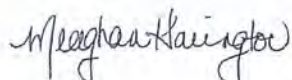
Re: Durham Region's Municipal Comprehensive Review: City Comments on Employment Conversion Requests

Further to our letter dated December 16, 2020 regarding "Durham Region's Municipal Comprehensive Review - City Comments on Employment Conversion Requests", please note that on December 4, 2020, Development Services Committee adopted the following recommendation:

"That Correspondence Item DS-20-152 from Bousfields Inc. concerning Report DS-20-149 regarding Durham Region's Municipal Comprehensive Review: City Comments on Employment Conversion Requests be referred to Report DS-20-149."

Attached is correspondence Item DS-20-152 for your reference.

If you require further information or clarification, please contact Laura Brown at the address shown or by telephone at (905) 436-3311, extension 2125 or by email to labrown@oshawa.ca.



Meaghan Harrington, MCIP, RPP, Manager
Policy
Planning Services

LB/k

Attachment

- c. Durham area municipalities



BOUSFIELDS INC.

Project No. 0379-2

December 9th, 2020

Chairman and Members of Development Services Committee
City of Oshawa City Hall
50 Centre Street South
Oshawa, ON L1H 3Z7

Dear Chairman Mariampetri and Members of the Committee

Re: Request for Employment Area Conversion
350 Columbus Road West, Oshawa
G8 Oshawa Investments Limited

We are the planning consultants to G8 Oshawa Investments Limited ("G8"), the owners of the property located at 350 Columbus Road West in the City of Oshawa, shown on **Attachment 1** as Areas A, B and C (and legally described as Part of Lots 14, 15, and 16, and Part of the Road Allowance between Lots 14 and 15, Concession 6; hereinafter referred to as the "subject lands"). The subject lands are currently designated *Employment Areas* on Schedule A, Regional Structure in the Region of Durham Official Plan and *Industrial* on Schedule A, Land Use in the Oshawa Official Plan. However, they are not located within a Provincially Significant Employment Zone ("PSEZ"), as per the Growth Plan.

On August 12, 2020 Bousfields, on behalf of G8, submitted a request for conversion of the subject lands from *Employment Areas* to *Living Areas* in the Region of Durham Official Plan. A copy of our submission to the Region was forwarded to the City. As background, the subject lands are located within Oshawa's Major Urban Area Boundary but lie outside of the Built Boundary and outside of the Columbus Planning Area boundary, as set out in the City of Oshawa Official Plan (Schedule A-2, Corridors and Intensification Areas and Schedule E, Part II Planning Areas).

Our submission did include lands that were not under G8's ownership in order to provide logical land use planning boundaries for each use, based on the proposed (but yet to be finalized) location of the east-west arterial.

Area A: a 0.08 triangle owned by G8 at the northeast corner of the east corner of the proposed east-west arterial and a north-south road connection;

Area C: a 0.93 ha triangular parcel owned by G8 on the south side of the east-west arterial adjacent to Area E and the MTO compensation lands;

Area E: a 7.47 ha non-owned parcel on the north side of the MTO compensation lands; (*recommended for conversion to Major Open Space Area - Attachment 6 to Report DS-20-149*)

Area B: an 11.8 ha parcel owned by G8 (including a 0.31 ha parcel already included in the *Living Area* designation the north side of the proposed east-west arterial (the northern boundary of which is defined by the Greenbelt); and

Area D: a 5.33 ha non-owned parcel to the west of the G8 lands on the north side of the proposed east-west arterial (the northern boundary of which is defined by the Greenbelt).

The total area for which a conversion is being requested is, therefore, 25.3 ha. However, the City is recommending that 7.47 ha of this area be redesignated to Major Open Space (MTO lands). We note that these lands would not contribute in any way to achieving any population or employment targets in the Growth Plan. We also note that the 30.56 ha MTO property, is identified as Species at Risk Compensation Lands, whereas today much of this property is without significant environmental constraints.

The balance of the G8 conversion request area is 17.83 ha. We fully understand that this area may vary depending upon the final alignment of the east-west arterial: this has always been the case. However, based on existing Official Plan policies, it is our opinion that it is this road, the east-west arterial, which has always been identified as the logical boundary between the *Employment Area* and the *Living Area* designation.

Schedule B, Road Network, of the City of Oshawa Official Plan, illustrates a Future Type C arterial extending west from Simcoe Street to connect to Thornton Street (as shown on **Attachment 2**). This is the mid-block arterial which is currently subject to a Municipal Class Environmental Assessment (see page 11 Report DS-20-149). The conceptual alignment of this Type C arterial is then reflected as being the northerly boundary of the Industrial Area, shown on Schedule A (see **Attachment 3**). There are no policies in the text regarding the need for an enhanced road design, or the identification of issues with respect to having

residential on the north side of the road and employment uses on the south side of the road, although a wider range of non-employment uses are specifically permitted on these lands (see below).

Section 10.1.2 (b) provides that:

“Boundaries of land use designations shown on Schedules “A” and “A-1” and in Part II Plans shall be considered as approximate. Minor adjustments to these land use boundaries will be permitted without amendment to this Plan except where such boundaries coincide with identifiable features such as roads, railways, creeks and utility rights-of-way.”

and Section 10.1.2 (c) provides that:

The location of roads shown on Schedules “A”, “A-1”, “A-2”, “B”, “B-1” and “B-2” shall be considered as approximate. Minor adjustments to the location of these roads or land use boundaries defined by roads will be permitted without amendment to this Plan.

Based on the approved designations and the interpretation policies, it is our opinion that the east-west arterial, as it traverses the subject site, provides the approved division between residential and employment uses – and where this division is provided by a road – there is no provision for an adjustment.

This interpretation of the Official Plan policies and designations is further supported by the provisions of Section 2.4.1.6.1 which permits, subject to a number of restrictions regarding their aggregate gross floor areas, commercial, community and recreational uses such as banks, offices (non-industrially oriented) restaurants, personal service and retail uses, fraternal organizations and athletic clubs. One of these areas is the South Columbus Industrial Area (Section 2.4.1.6.1 (i2)):

“South Columbus Industrial Area, generally bounded by Highway 407 to the south, the Oshawa/Whitby boundary to the west, **a future Type “C” arterial road to the north (separating the South Columbus Industrial Area from the future Columbus Part II Plan area)**, and the Major Urban Area boundary to the east;”



This provision further clarifies that the South Columbus Industrial Area is intended to be located south of the future east-west arterial – and that there is an opportunity to provide certain uses which would benefit from exposure to a residential community, in this Area. In our opinion, these policies address many of the issues raised in opposition to our request, on page 11 of Report DS-20-149.

We would greatly appreciate the opportunity to meet with City of Oshawa staff to review these policies (which we consider were not fully identified and reviewed in Staff Report DS-29-149) prior to Recommendation 1 being endorsed by Development Services Committee and forwarded to Council.

Thank you in advance for your consideration and we look forward to continuing to work with staff and your Committee and Council through this process.

Regards,

Bousfields Inc.

A handwritten signature in black ink, appearing to read 'Lindsay Dale-Harris', is written over the printed name.

Lindsay Dale-Harris, FCIP, RPP

Copies to:

Mr. Brian Bridgeman, Commissioner of Planning and Economic Development,
Region of Durham

Mr. Warren Munro, Commissioner, Development Services, City of Oshawa

Mr. C. Matson, G8



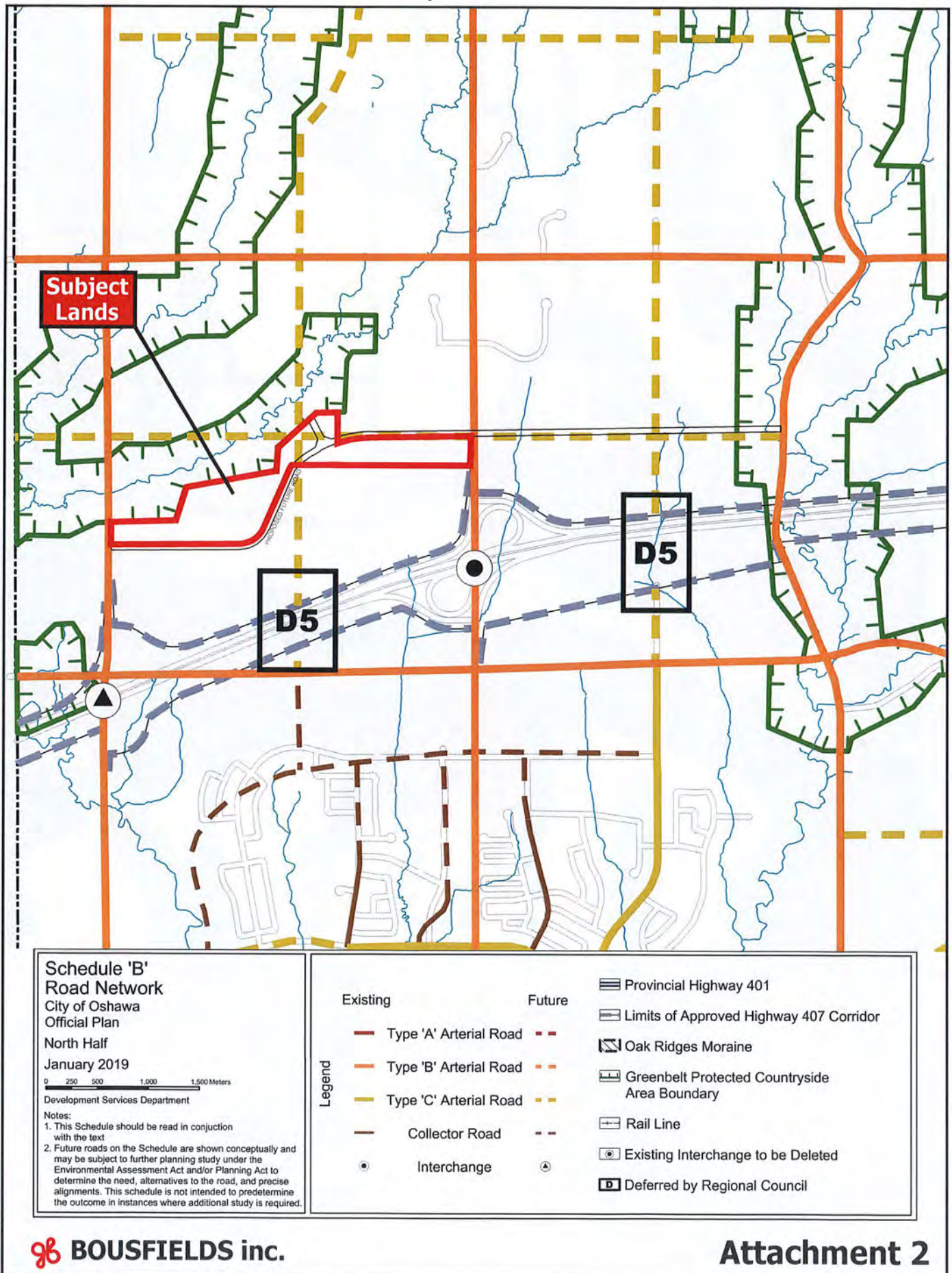
Lands not owned by G8 Oshawa Investments Limited.
(Areas D & E)

-- PRELIMINARY --
-- FOR DISCUSSION PURPOSES
ONLY --



BOUSFIELDS inc.

0379-2 41sk August 27, 2020



Protection Services Committee



Date:	16/12/2020
Refer to:	Not Applicable
Meeting Date:	January 11, 2020
Action:	null
Notes:	COW - PS - Consent
Copies to:	

Brock Accessibility Advisory Committee

Date: Tuesday, November 17, 2020

Time: 7:00 p.m.

Location: Electronic Meeting

Minutes – Draft

Present: Jolene Munro, Donna Schirle, Jodi Foreman, Councillor Lynn Campbell, Tony Laundrie

Absent: Karen Hakonson

Staff Present: Lesley Donnelly, Clerk's Assistant (recording the minutes)

1. Call to Order

Chair Munro called the meeting to order at 7:01 p.m.

2. Confirmation of Minutes

Moved by Donna Schirle that the minutes of the September 22, 2020 meeting be approved.

MOTION CARRIED

3. Hearing of Deputations

None

4. General Items

The Clerk's Assistant (Ms. Donnelly) advised that agenda item nos. 4(1), 4(2), 4(3), 4(4), 4(5), and 4(6) were brought forward from the March 2020 agenda for further discussion as a result of the March 2020 meeting being cancelled due to the pandemic.

1) Community Accessibility Event

The Clerk's Assistant (Ms. Donnelly) recommended that B.A.A.C. members consider doing a Community Accessibility Even virtually in early 2021 and encouraged members to think of a topic for the event.

Chair Munro inquired as to whether the public would be willing to participate electronically. The Clerk's Assistant (Ms. Donnelly) advised that the public has become very adept at attending meetings and

events electronically. The Clerk's Assistant (Ms. Donnelly) recommended that advertising occur well in advance of the event to gauge community interest.

2) 2020 Budget Recommendations

The Clerk's Assistant (Ms. Donnelly) advised B.A.A.C. members that the recommendations put forward by B.A.A.C. have been referred to the 2021 budget discussions. The Clerk's Assistant (Ms. Donnelly) further advised that budget discussions would occur prior to the end of 2020.

3) 2020 BAAC Workplan Recap

The Clerk's Assistant (Ms. Donnelly) noted that the majority of the Workplan was not executed as a result of the pandemic. The Clerk's Assistant (Ms. Donnelly) advised that the display board still needs to be updated however advised that this task should wait until 2021 as the Township anticipates that many events will be cancelled due to the pandemic. B.A.A.C. members agreed with the recommendation.

The Clerk's Assistant (Ms. Donnelly) recommended that the annual presentation to Committee of the Whole be cancelled noting that the majority of the Workplan was not executed due to the pandemic. Chair Munro agreed with the recommendation.

4) Bench outside of Foodland

The Clerk's Assistant (Ms. Donnelly) advised that she spoke with the Director of Public Works with respect to placing a bench outside Foodland. The Clerk's Assistant (Ms. Donnelly) advised that the Director of Public Works suggested that B.A.A.C. reach out to Foodland to see if they are interested in having a bench placed outside Foodland. The Clerk's Assistant (Ms. Donnelly) noted that Foodland could be opposed to the idea as it could cause loitering in the area. The Clerk's Assistant (Ms. Donnelly) further advised that if Foodland is agreeable to a bench then B.A.A.C. would need to decide if they want a celebration bench or a regular bench.

Ms. Schirle inquired as to the difference between the two types of benches. Councillor Campbell sought clarification that the celebration bench was one in the same as the Celebration Bench Program that commemorates someone or something to which the Clerk's Assistant (Ms. Donnelly) advised they were one in the same.

Chair Munro asked B.A.A.C. members if anyone had an existing relationship with the owners at Foodland and would be willing to make the inquiry regarding the bench. Ms. Schirle offered to reach out to Michelle at Foodland to see if they were interested in a bench.

Chair Munro noted that the bench likely wouldn't be installed until next Spring.

Ms. Schirle wondered if the name plate for the accessibility award could be affixed to the bench if no one submitted an application for the Celebration Bench Program. The Clerk's Assistant (Ms. Donnelly) advised that she would check with staff to see if this would be permitted.

Ms. Foreman wondered if placing the plaque on the bench would set a precedent for future accessibility award winners – would future award winners expect a bench as well? Councillor Campbell agreed that past award recipients did not receive a bench.

Chair Munro suggested that B.A.A.C. first check to see if Foodland is interested in a bench prior to exploring the type of bench and whether the plaque could be placed on the bench. Mr. Laundrie agreed with Chair Munro.

5) Draft Traffic Control Parking By-law

The Clerk's Assistant (Ms. Donnelly) reminded B.A.A.C. that they requested information with respect to the number of accessible parking spaces required per the Township Zoning By-law. Councillor Campbell asked if the Township exceeds the minimum to which the Clerk's Assistant advised she could follow up with staff to see how many accessible parking spaces are in the Township. Mr. Laundrie noted three in Sunderland and stated that overall there is more parking available. Councillor Campbell noted that Cannington seems to have quite a few accessible spots and asked Ms. Foreman to provide insight into the number of accessible spots in Beaverton since she is a resident. Ms. Foreman advised that there are only 2 spots on the main street.

Chair Munro wondered if accessible parking spots should be added to the 2021 Workplan and polled B.A.A.C. members to see if they wanted to look into this matter further. Councillor Campbell noted that some stores do not want an accessible spot in front of their store. The consensus was that there are ample accessible parking spaces within the Township.

The Clerk's Assistant (Ms. Donnelly) informed B.A.A.C. members that the Traffic Control Parking By-law is on hold due to the pandemic.

6) Sidewalk Master Plan

The Clerk's Assistant (Ms. Donnelly) advised that the Director of Public Works will attend the January or March 2021 meeting to provide an update on the Sidewalk Master Plan.

7) 2020 Township of Brock Accessibility Award

The Clerk's Assistant (Ms. Donnelly) advised that Council passed a resolution in support of B.A.A.C.'s recommendation to nominate Foodland, Cannington for the 2020 Township of Brock Accessibility Award. The Clerk's Assistant (Ms. Donnelly) noted that staff reached out to Foodland to see if they would be interested in either a virtual presentation or a socially distanced presentation. Due to the pandemic, Foodland advised that they would prefer not to have a presentation. The Clerk's Assistant further noted that Foodland is thankful to be the recipient of the award.

8) 2020 Durham Region Accessibility Award

The Clerk's Assistant (Ms. Donnelly) advised that Council passed a resolution in support of B.A.A.C.'s recommendation to nominate Fisher's Independent Grocer in Beaverton for the 2020 Durham Region Accessibility Award. The Clerk's Assistant (Ms. Donnelly) advised that Durham Region was entertaining a virtual presentation and noted that she would pass along any information regarding same.

5. Other Items & Inquiries

1) New Business – 2021 Draft BAAC Meeting Schedule

Chair Munro noted that the draft 2021 meeting schedule indicates that the meetings are to occur at the Township Office. Chair Munro advised that meetings might not occur at the Township Office in 2021 due to the pandemic. The Clerk's Assistant (Ms. Donnelly) advised that she would amend the schedule so that it reads as follows:

“Meetings will occur either in the Basement Committee Room of the Municipal Administration Building or Electronically.”

Councillor Campbell expressed her desire to continue with electronic meetings. Chair Munro and Ms. Schirle are also in favour of continuing with electronic meetings.

Moved by Councillor Campbell that the 2021 Draft BAAC Meeting Schedule be approved.

MOTION CARRIED

2) New Business – 2021 Draft BAAC Meeting Workplan

Chair Munro asked B.A.A.C. members if they would like to go through the Workplan line by line or if they would prefer to send changes through to herself or the Clerk's Assistant (Ms. Donnelly).

Councillor Campbell advised that the Workplan is reflective of B.A.A.C.'s future goals but that the Workplan might need to be refined in the future due to the pandemic.

Ms. Schirle noted that the display board can't be updated, and that there aren't any events to display it at as a result of the pandemic.

Chair Munro advised that we need to come up with a different Community Accessibility Event (virtual). Councillor Campbell suggested that the event be reflective of “accessibility during the pandemic”. Chair Munro requested that ideas for the Community Accessibility Event be brought forward at the meeting in January 2021.

Mr. Laundrie noted that the Workplan should be amended with respect to the location of the Committee of the Whole presentation advising that the location should include “electronically” (in addition to at the “Municipal Administration Building”).

Councillor Campbell inquired as to whether we could keep the B.A.A.C. meetings electronic even after the pandemic. BAAC members were all in favour of having the meetings electronically. The Clerk's Assistant (Ms. Donnelly) advised that she will inquire and report back to Committee.

Councillor Campbell questioned if Ms. Hakonson was still a member of the Committee as she has missed the last two meetings. The Clerk's Assistant (Ms. Donnelly) will reach out to Ms. Hakonson to confirm if she still wishes to serve on the Committee.

3) Election of Chair and Vice-Chair

The Clerk's Assistant (Ms. Donnelly) advised that the current Chair and Vice-Chair were appointed at the February 2019 B.A.A.C. meeting. The Clerk's Assistant (Ms. Donnelly) further advised that Committee should consider nominations for the second term.

Ms. Schirle advised that she nominates Jolene Munro as Chair.

Mr. Laundrie sought confirmation that Ms. Munro is currently the Chair and that Ms. Schirle is the Vice-Chair to which Ms. Schirle advised that was correct.

The Clerk's Assistant (Ms. Donnelly) advised that B.A.A.C. should consider nominations and bring them to the January 2021 meeting.

4) Next Meeting Date – January 19, 2021

Round Table

Chair Munro opened the floor for round table discussions.

Councillor Campbell wished everyone a Merry Christmas under the current pandemic circumstances. B.A.A.C. members exchanged Christmas pleasantries.

Mr. Laundrie stated that the pandemic has allowed him to find more ways to stay in touch with people and that he has learned a lot.

6. Adjournment

Moved by Donna Schirle to adjourn the meeting at 7:43 p.m.

MOTION CARRIED



TOWN OF AJAX
 65 Harwood Avenue South
 Ajax ON L1S 3S9 www.ajax.ca

The Honorable Christine Elliott
 Minister of Health
 5th Floor
 777 Bay St.
 Toronto, ON M7A 2J3
christine.elliott@pc.ola.org

Date:	21/12/2020
Refer to:	Not Applicable
Meeting Date:	January 11, 2021
Action:	null
Notes:	COW - PS - Consent
Copies to:	

Sent by E-Mail

December 17, 2020

Re: **Support of High Intensity Supports At Home**

The following resolution was passed by Ajax Town Council at its meeting held December 14, 2020:

WHEREAS *there is a growing need and an opportunity for home and community care to undertake an enhanced role in supporting overall healthcare system capacity as beds have been reduced in order to maintain infection control (long-term care homes) and support COVID/flu surges (hospitals);*

AND WHEREAS *Covid-19 has created a tremendous strain on the health system and increased the need for safe and adequately funded home support services for high risk older adults and people with disabilities in Ajax and across the Region;*

AND WHEREAS *Ontario Health, Local Health Integration Networks (LHINs) and service providers are working to expand the capacity of home and community care services (known as High Intensity Supports At Home Programs - HISAHPs) to relieve capacity pressures in hospitals and long-term care homes;*

AND WHEREAS *HISAHPs support patients in acute care hospitals with a discharge destination of a Long-Term Care (LTC) Home, or people residing in the community on a wait-list for an LTC Home who are at risk of requiring hospitalization, ensuring high-needs patients continue to receive premium care when beds are in short supply or wait-lists are long;*

AND WHEREAS *a public opinion poll conducted by Campaign Research for Home Care Ontario found that 95% of seniors believe that staying in their own home with the support of home care is the safest environment for them to live during a pandemic and 91% want to stay in their own home or apartment as long as possible;*

AND WHEREAS *services like HISAHPs provide the most personalized and responsive care, adapting quickly to changing needs, increasing consistency and providing continuity amongst a client's dedicated team of professionals;*

AND WHEREAS HISAHPs are proven to provide benefits such as demonstrated improved health outcomes when delivered in home settings, reduced visits to emergency departments and lowered hospital admissions, while strengthening linkages between home care, community support services, primary care, mental health, and social service sectors;

AND WHEREAS the Ontario Community Support Association has called on the Minister of Health, Minister of Long Term Care and the Minister of Finance to increase and annualize investments in HISAHPs to provide safe and appropriate supports to vulnerable individuals and ensure clients receiving these services don't find themselves prematurely institutionalized;

AND WHEREAS the Seniors for Social Action Ontario (SSAO) has lobbied the province to fund alternatives to institutionalization with a goal to end the systemic discrimination of forcing older adults and others into institutions because of a lack of not for profit, community-based care choices;

AND WHEREAS the Central East LHIN (who fund local home and community care) issued an Expression of Interest (closed in November) to existing service provider organization seeking partners to implement HISAHPs;

AND WHEREAS the province is investing more than \$115 million to support 850 patients across the province with high, complex care needs in order to access services in the comfort of their own homes, care is not only critical to keeping patients safe and healthy during COVID-19, but also part of the provincial government's ongoing commitment to end hallway health care and ensure Ontario's hospitals are not overwhelmed.

NOW THEREFORE BE IT RESOLVED THAT:

1. Ajax Council supports provincial government investments in home and community care programs to ensure high-needs patients continue to receive the premium care they deserve when beds are in short supply or wait-lists are long;
2. The Minister of Health, the Minister of Long-Term Care, and the Minister of Finance be urged to increase and annualize funding to High Intensity Supports At Home Program administrators to ensure they have the tools and capacity to meet the growing demand for home and community care programs;
3. The Town requests that the Central East LHIN registers to be a delegation at an upcoming Region of Durham Council meeting to review the High Intensity At Home Support Program model, and potential partnership opportunities between the Region, LHIN and the Durham Ontario Health Team; and
4. This motion be circulated to the Hon. Christine Elliott, Minister of Health, the Hon. Merrilee Fullerton, Minister of Long-Term Care, the Hon. Rod Phillips, Minister of Finance, the Region of Durham and Durham Municipalities, the Central East LHIN, and the Ajax Pickering Hospital management and Board of Directors.

If you require further information please contact me by phone at 905-619-2529 ext. 3347 or email sarah.moore@ajax.ca.

Sincerely,



Sarah Moore
Acting Manager of Legislative Services/Deputy Clerk

Copy: Hon. M. Fullerton
Hon. R. Phillips
Region of Durham Municipalities
Central East LHIN
Ajax Pickering Hospital Management and Board of Directors

Town of Whitby
575 Rossland Road East,
Whitby, ON L1N 2M8
905.430.4300
whitby.ca



Date:	21/12/2020
Refer to:	Not Applicable
Meeting Date:	January 11, 2021
Action:	null
Notes:	COW - PS- Consent
Copies to:	

December 17, 2020

Via Email:

Right Honourable Justin Trudeau
Prime Minister of Canada
justin.trudeau@parl.gc.ca

Honourable Doug Ford
Premier of Ontario
premier@ontario.ca

Long-Term Care COVID-19 Commission
info@LTCcommission-CommissionSLD.ca

Re: Long-Term Care COVID-19 Independent Commission – Request to Report Findings

Please be advised that at a meeting held on December 14 2020, the Council of the Town of Whitby adopted the following as Resolution # 275-20:

Whereas the Terms of Reference for Ontario's Long-Term Care COVID-19 independent Commission have been set; and,

Whereas part (e) of that Commission states, "in considering the current government initiatives and reforms in the long-term care homes system, any further areas that should be the subject matter of future action by government to help prevent the future spread of disease in long-term care homes"; and,

Whereas long-term care homes can operate either on a not-for-profit (municipal, charitable, non-profit nursing home) or for-profit basis; and,

Whereas the Canadian Medical Association Journal states, "Long-term care (LTC) homes have been the epicenter of the coronavirus disease 2019 (COVID-19) pandemic in Canada to date. Previous research shows that for-profit LTC homes deliver inferior care across a variety of outcome and process measures, raising the question of whether for-profit homes have had worse COVID-19 outcomes than non-profit homes"; and,


Whereas AdvantAge Ontario, the association of not-for-profit long-term care, housing, and services for seniors, testified before the Long-Term Care COVID-19 Commission on Tuesday, September 29th, and indicated that 74 percent of deaths reported in the sector were from for-profit homes, 21 percent from not-for-profit homes, and 5 percent from municipal homes; however, the not-for-profit and municipal homes represent 46.3 percent of all homes in the province; and,

Whereas, Premier Ford has made the request at a first ministers meeting with Prime Minister Trudeau to call on the federal government to increase its funding share from 22 percent to 35 percent through the Canada Health Transfer.

Now therefore be it resolved:

1. That the Council of the Town of Whitby requests that the Long-Term Care COVID-19 independent Commission report findings comparing publicly funded long-term care facilities (municipal, charitable, non-profit nursing home) to private for-profit long-term care facilities; and,
2. That the Council of the Town of Whitby request the government of Canada to agree to the provincial request for on-going health care funding but additionally any capital funding to the provinces of Canada in support for obtaining the necessary infrastructure to transfer any failing private facilities identified in any independent commission report to publicly funded homes; and,
3. That the Clerk be directed to circulate a copy of this resolution to the Prime Minister, Premier of Ontario, the Minister of Long-Term Care, M.P. Ryan Turnbull, Durham Region M.P.P.s, the Regional Municipality of Durham, Durham Region area municipalities, Associate Chief Justice Frank N. Marrocco – Chair of the Long-Term Care COVID-19 Commission, Angela Coke – Long-Term Care COVID-19 Commission, and Dr. Jack Kitts – Long-Term Care COVID-19 Commission.

Should you require further information, please do not hesitate to contact the Office of the Town Clerk 905.430.4315.



Kevin Narraway
Manager of Legislative Services/Deputy Clerk

Copy: C. Harris, Town Clerk - clerks@whitby.ca

Honourable Merrilee Fullerton, Minister of Long-Term Care -

merrilee.fullerton@pc.ola.org

Associate Chief Justice Frank N. Marrocco, Chair of the Long-Term Care COVID-19 Commission, Angela Coke, Long-Term Care COVID-19 Commission,

Dr. Jack Kitts, Long-Term Care COVID-19 Commission - info@LTCcommission-CommissionSLD.ca

Ryan Turnbull, M.P. - ryan.turnbull@parl.gc.ca

Lindsey Park, M.P.P., Durham - lindsey.park@pc.ola.org

Lorne Coe, M.P.P., Whitby - lorne.coe@pc.ola.org

Honourable Rod Phillips, M.P.P., Ajax- rod.phillips@pc.ola.org

Jennifer K. French, M.P.P., Oshawa - JFrench-QP@ndp.on.ca

Honourable Peter Bethlenfalvy, M.P.P. - Pickering-Uxbridge

peter.bethlenfalvy@pc.ola.org

Honourable Laurie Scott, M.P.P., Haliburton-Kawartha Lakes-Brock -

laurie.scottco@pc.ola.org

Ralph Walton, Regional Clerk, Durham Region - clerks@durham.ca

N. Cooper, Director of Legislative and Information Services, Town of Ajax –
clerks@ajax.ca

B. Jamieson, Clerk, Township of Brock - bjamieson@townshipofbrock.ca

J. Gallagher, Municipal Clerk, Municipality of Clarington - clerks@clarington.net

M. Medeiros, City Clerk, City of Oshawa - clerks@oshawa.ca

S. Cassel, City Clerk, City of Pickering - clerks@pickering.ca

J. Newman, Municipal Clerk, Township of Scugog - jnewman@scugog.ca

D. Leroux, Clerk, Township of Uxbridge - dleroux@town.uxbridge.on.ca



Corporate Services Department
Legislative Services

Sent by Email

December 18, 2020

Date:	21/12/2020
Refer to:	Not Applicable
Meeting Date:	January 11, 2021
Action:	null
Notes:	COW - PS - Consent
Copies to:	

Jennifer Bennett, Deputy Clerk
Municipality Of Marmora and Lake
jbennett@marmoraandlake.ca

Subject: Re: Council Resolution – Accessibility for Ontarians with Disabilities Act – Website support
Corr. 59-20
File: A-1400-001-20

The Council of the Corporation of the City of Pickering considered the above matter at a meeting held on December 14, 2020 and adopted the following resolution:

That Corr. 59-20, from Jennifer Bennett, Deputy Clerk, Municipality Of Marmora and Lake, dated November 25, 2020, regarding the Council Resolution – Accessibility for Ontarians with Disabilities Act – Website support, be endorsed.

A copy of the original correspondence is attached for your reference.

Should you require further information, please do not hesitate to contact the undersigned at 905.420.4660, extension 2019.

Yours truly

A handwritten signature in blue ink, appearing to read "Susan Cassel".

Susan Cassel
City Clerk

SC:rp
Enclosure

Copy: The Hon. Doug Ford, Premier, Ontario
The Hon. Peter Bethlenfalvy, M.P.P., Pickering—Uxbridge

Ralph Walton, Regional Clerk/Director of Legislative Services, Regional Municipality of Durham

Nicole Cooper, Clerk, Town of Ajax

Becky Jamieson, Clerk, Township of Brock

June Gallagher, Municipal Clerk, Municipality of Clarington

Mary Medeiros, City Clerk, City of Oshawa

John Paul Newman, Director of Corporate Services/Clerk, Township of Scugog

Debbie Leroux, Director of Legislative Services/Clerk, Township of Uxbridge

Chris Harris, Clerk, Town of Whitby

Association of Municipalities of Ontario

Interim Chief Administrative Officer



City of Belleville
Corporate Services Department
169 Front Street, Belleville ON
K8N 2Y8

SENT BY EMAIL

November 25, 2020

Re: Council Resolution – Accessibility for Ontarians with Disabilities Act
– Website support

Further to the Meeting of Council on November 17, 2020 Council of the Corporation of the Municipality of Marmora and Lake passed the following motion:

MOTION2020NOV17-260

Moved by Councillor Bernie Donaldson

Seconded by Councillor Ron Derry

WHEREAS Section 14(4) of O. Reg 191/11 under the Accessibility for Ontarians with Disabilities Act requires designated public sector organizations to conform to WCAG 2.0 Level AA by January 1, 2021; and

WHEREAS the City remains committed to the provision of accessible goods and services; and

WHEREAS the City provides accommodations to meet any stated accessibility need, where possible; and

WHEREAS the declared pandemic, COVID-19, has impacted the finances and other resources of the City; and

WHEREAS the Accessibility for Ontarians with Disabilities Act contemplates the need to consider technical or economic considerations in the implementation of Accessibility Standards;

BE IT THEREFORE RESOLVED THAT the Corporation of the Municipality of Marmora and Lake requests that the Province of Ontario consider providing funding support and training resources to municipalities to meet these compliance standards; and



THAT this resolution is forwarded to the Premier of the Province of Ontario, Prince Edward-Hastings M.P.P., Todd Smith, Hastings -Lennox & Addington M.P.P., Daryl Kramp, the Association of Municipalities of Ontario and all Municipalities within the Province of Ontario.

FURTHER THAT the Municipality of Marmora and Lake supports the resolution passed by the City of Belleville.

Carried

I trust this is the information you require, however, should additional information or clarification be required do not hesitate to contact me at your convenience.

Sincerely,

Jennifer Bennett,
Deputy Clerk
613-472-2629 ext. 2232
jbennett@marmoraandlake.ca

cc: The Honourable Doug Ford
Todd Smith, MPP Prince Edward-Hastings
Daryl Kramp, MPP Hastings – Lennox & Addington
Association of Municipalities of Ontario
All Municipalities within the Province of Ontario



**The Regional
Municipality
of Durham**

Corporate Services
Department
Legislative Services

605 Rossland Rd. E.
Level 1
PO Box 623
Whitby, ON L1N 6A3
Canada

905-668-7711
1-800-372-1102
Fax: 905-668-9963

durham.ca

Don Beaton, BCom, M.P.A.
Commissioner of Corporate
Services

December 18, 2020

The Honourable Doug Ford
Premier of Ontario
Room 281
Legislative Building, Queen's Park
Toronto, ON M7A 1A1

Dear Premier Ford:

RE: Investigation of Sunnycrest Nursing Home, Our File: A00

Council of the Region of Durham, at its meeting held on December 16, 2020, adopted the following recommendations:

“Whereas COVID-19 continues to have disastrous affects in long-term care homes, retirement homes and congregate facilities in Durham and the rest of Ontario; and,

Whereas according to Durham Region Public Health, as of December 14, 2020, it was reported that 117 out of 118 residents at Sunnycrest Nursing Home had tested positive for COVID-19, 25 had died and 61 staff members who reside in Durham Region had also tested positive; and,

Whereas a media report states that an internal inspection report, completed on November 29, 2020, by the Ministry of Long-Term Care states that there was no designated COVID-19 screener wearing full PPE located at the front entrance of the building, and there was an improper use of PPE, a lack of hand hygiene, a lack of access to PPE, and food and high-risk medications for residents were up to 2 hours late, and further, that a lack of staff led to inadequate care; and,

Whereas on December 3, 2020, Lakeridge Health assumed temporary management of Sunnycrest Nursing Home through a Voluntary Management Contract approved by the Ministry of Health and Long-Term Care; and,

Whereas the Region of Durham Council and our residents offer our deepest condolences to the residents that have passed and their families, and send our best wishes for a speedy recovery to the residents and staff infected with COVID-19;

Date:	21/12/2020
Refer to:	Not Applicable
Meeting Date:	January 11, 2021
Action:	null
Notes:	COW - PS -Consent
Copies to:	

Now therefore be it resolved:

1. That the Council of the Region of Durham requests that the Provincial Government, through a full public inquiry, conduct an investigation into the failures of Sunnycrest Nursing Home and Thorntonview, including the circumstances that led to the outbreak and deaths of residents, with opportunities for families to participate in the investigation, at an appropriate time; and,
2. That this motion be forwarded to the Premier of Ontario, the Ministers of Health and Long-Term Care, Leaders of the Opposition Parties for the Province of Ontario, Durham Region MPPs, local area municipalities, and the Long-Term Care COVID-19 Commission Secretariat.”

Ralph Walton

Ralph Walton,
Regional Clerk/Director of Legislative Services

RW/ks

- c: Christine Elliot, Minister of Health
Merrilee Fullerton, Minister of Long-Term Care
Erin O'Toole, Conservative Party of Canada
Rod Phillips, MPP (Ajax)
Lindsey Park, MPP (Durham)
Laurie Scott, MPP (Haliburton/Kawartha Lakes/Brock)
David Piccini, MPP (Northumberland/Peterborough South)
Jennifer French, MPP (Oshawa)
Peter Bethlenfalvy, MPP (Pickering/Uxbridge)
Lorne Coe, MPP (Whitby)
Nicole Cooper, Clerk, Town of Ajax
Becky Jamieson, Clerk, Township of Brock
June Gallagher, Clerk, Municipality of Clarington
Mary Medeiros, City Clerk, City of Oshawa
Susan Cassel, Clerk, City of Pickering
John Paul Newman, Clerk, Township of Scugog
Debbie Leroux, Clerk, Township of Uxbridge
Chris Harris, Clerk, Town of Whitby
Long-Term Care COVID-19 Commission



**The Regional
Municipality
of Durham**

Corporate Services
Department
Legislative Services

605 Rossland Rd. E.
Level 1
PO Box 623
Whitby, ON L1N 6A3
Canada

905-668-7711
1-800-372-1102
Fax: 905-668-9963

durham.ca

Don Beaton, BCom, M.P.A.
Commissioner of Corporate
Services

December 18, 2020

The Honourable Doug Ford
Premier of Ontario
Room 281
Legislative Building, Queen's Park
Toronto, ON M7A 1A1

Dear Premier Ford:

RE: Soccer Domes, Our File: A00

Council of the Region of Durham, at its meeting held on December 16, 2020, adopted the following recommendations:

"Whereas the Durham Region entered the Red Zone on November 23, 2020; and,

Whereas Red Zone O. Reg. 263/20 permits up to 10 people to participate in an indoor recreational facility class provided that a 2 metre physical distance can be maintained at all times; and,

Whereas Whitby Football Club (WFC), formerly Whitby Iroquois Soccer Club, has over 7,000 members and is the second largest soccer club in Ontario; and,

Whereas WFC operates two soccer domes - one with two full size fields and one with three full size fields; and,

Whereas WFC has responded to COVID-19 health concerns in multiple ways from the beginning of the pandemic, including installing continuous plastic dividers to separate the fields, by staggering start times and adding an extra 15 minutes between rentals to avoid congregating, by dedicated entrances and exits and by not allowing parents into the facility, in order to reduce numbers; and,

Whereas, as a result of these measures and practices, WFC has safely made soccer available for its members with 10 players per field since November 23, 2020; and,

Whereas other users of the WFC who have safely delivered programs in the domes during the COVID-19 pandemic include Whitby Minor Baseball, Durham Ultimate Frisbee, Whitby Cricket, Lady Blue Knights Lacrosse, Durham Rebels Volleyball, Rugby Ontario, Toronto Arrows Rugby Team (Professional), Team

Date:	21/12/2020
Refer to:	Not Applicable
Meeting Date:	January 11, 2021
Action:	null
Notes:	COW - PS - Consent
Copies to:	

Canada Women's Softball, NSA Baseball, Edge Lacrosse, the Oshawa 65's, and the Durham District School Board (DDSB); and,

Whereas the provincial regulations have inequities and exemptions that unfairly discriminate against WFC in the delivery of its soccer programs and against other soccer organizations trying to deliver soccer programs in their domes; and

Whereas the DDSB currently use the fields in the WFC domes for physical education classes in excess of 10 participants per field; and,

Whereas professional teams are exempt from the requirements of Regulation 263/20; and,

Whereas it is generally understood that the pandemic is having a negative impact upon the physical and mental health of children, teens and adults of all ages which can be mitigated in part by recreational activities like soccer; and,

Whereas Olympic athletes, including the Canadian National Softball Team and Canadian sprinters and hurdlers are permitted to use the same soccer fields for training at numbers in excess of the gathering limits applied to soccer; and,

Whereas it is in the best interests of the public that the COVID-19 regulations result in outcomes that are reasonable in application and equitable in outcome; and,

Whereas the Red Zone restriction provides no appeal mechanism to redress unreasonable and inequitable outcomes resulting from the strict wording of the regulations; and,

Whereas Durham Public Health officials advise they have no residual discretion to redress unreasonable and inequitable outcomes resulting from the strict wording of the regulations; and,

Whereas only allowing 10 players per dome is causing extreme economic hardship to WFC that threatens its ability to continue to operate;

Now therefore be it resolved:

1. That the Council of the Region of Durham requests the Province of Ontario to amend Red Zone O. Reg. 263/20 to

allow sports and recreation programs delivered on full size fields in domes to have 10 players per field; and,

2. That the Clerk be directed to circulate this resolution to the Premier of Ontario, the Minister of Health, all Durham M.P.P.s, local area municipalities and to the Region of Durham's Medical Officer of Health."

Ralph Walton

Ralph Walton,
Regional Clerk/Director of Legislative Services

RW/ks

- c: Christine Elliot, Minister of Health
Rod Phillips, MPP (Ajax)
Lindsey Park, MPP (Durham)
Laurie Scott, MPP (Haliburton/Kawartha Lakes/Brock)
David Piccini, MPP (Northumberland/Peterborough South)
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John Paul Newman, Clerk, Township of Scugog
Debbie Leroux, Clerk, Township of Uxbridge
Chris Harris, Clerk, Town of Whitby
Dr. R. Kyle, Commissioner and Medical Officer of Health, The
Regional Municipality of Durham

Solicitor General

Office of the Solicitor General

25 Grosvenor Street, 18th Floor
 Toronto ON M7A 1Y6
 Tel: 416 325-0408
 MCSCS.Feedback@Ontario.ca

Solliciteur général

Bureau du solliciteur général

25, rue Grosvenor, 18^e étage
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 Tél. : 416 325-0408
 MCSCS.Feedback@Ontario.ca

Date:	04/01/2021
Refer to:	Protection Services
Meeting Date:	COW - Jan 11, 2021
Action:	null
Notes:	
Copies to:	Rick, Dean



132-2020-5553

By email

December 24, 2020

Dear Head of Council/Chief Administrative Officer/Municipal Clerk:

As you know, on January 1, 2019, amendments to the *Police Services Act* (PSA) came into force which mandate every municipality in Ontario to prepare and adopt a community safety and well-being (CSWB) plan, working in partnership with police services/boards and various other sectors, including health/mental health, education, community/social services, and children/youth services. As previously communicated, municipalities originally had two years from the in-force date to prepare and adopt their first CSWB plan (i.e., by January 1, 2021).

The government recognizes that the pandemic has created unprecedented challenges for communities across Ontario. Over the past several months, we have heard from municipal partners that resources have been redirected to the pandemic response and, as a result, some have experienced delays in their CSWB planning and engagement processes.

In an effort to support municipal, policing and community partners during the emergency, on April 14, 2020, the government passed the *Coronavirus (COVID-19) Support and Protection Act, 2020*, which amended the PSA to allow the Solicitor General to prescribe a new deadline for the completion and adoption of CSWB plans post January 1, 2021. This amendment came into force immediately upon Royal Assent.

I would like to inform you that the new deadline for municipalities to prepare and adopt a CSWB plan is now July 1, 2021. This extension provides municipalities with an additional six months to complete their plans.

This change will ensure municipalities, police services and local service providers can continue to dedicate the necessary capacity and resources to respond to COVID-19, while also providing adequate time to effectively undertake consultations, work collaboratively with multi-sectoral partners, and meet the legislative requirements to develop meaningful and effective CSWB plans.

Community partners continue to underscore the importance and need for this type of holistic planning that addresses crime and complex social issues on a long-term, sustainable basis and improves the safety and well-being of Ontario communities.

Head of Council/Chief Administrative Officer/Municipal Clerk
Page 2

Despite the unforeseen challenges that the pandemic has created, it is encouraging to see municipalities across the province persevere and make significant progress on their CSWB plans through innovative and forward-thinking approaches.

I greatly appreciate your on-going support as we move forward on this modernized approach to CSWB together. Through collaboration, we will continue to build safer and stronger communities in Ontario.

Lastly, if municipalities have any questions about CSWB planning, please direct them to ministry staff, Tiana Biordi, Community Safety Analyst, at Tiana.Biordi@ontario.ca.

Sincerely,

A handwritten signature in black ink, appearing to read 'S. Jones', with a stylized flourish at the end.

Sylvia Jones
Solicitor General



DURHAM REGIONAL POLICE SERVICES BOARD

K. Ashe, Chair * B. Drew, Vice-Chair
 P. Barnes, Member * G. Cubitt, Member
 S. DeBoer, Member * K. Fisher, Member * J. Henry, Member

Date:	05/01/2021
Refer to:	Not Applicable
Meeting Date:	Jan. 11, 2021
Action:	null
Notes:	COW - PS
Copies to:	

December 17, 2020

Durham Regional Police Services Board seeks input into Action Plan to Enhance Trust and Confidence in Policing in Durham Region

Throughout 2020, events across North America have led to substantial public dialogue about the effects of systemic racism, and how these effects can be addressed and eliminated. Trust and confidence in policing institutions have been challenged over this period. We have also witnessed a heightened awareness of the importance of a more effective response to mental health calls, including the significance of de-escalation.

The Board has profound appreciation for our police employees, who place their own safety at risk, to protect our community. Members of the DRPS are respected for their courage, integrity and professionalism. We also know that, as an organization, there are always opportunities to refocus and to improve. The Board is committed to the change that is necessary to ensure that our Police Service operates as effectively as possible and in the best interests of all citizens. We recognize that the police must have high levels of trust of their community to perform their duties to a high standard, and this trust must continue to be earned, and to be nurtured, and never taken for granted.

In order to advance this critical priority, the Board has developed a proposed Action Plan to Enhance Trust and Confidence in Policing in Durham Region. The Plan outlines a strategy for greater transparency, improved practices and services in the areas of diversity and inclusion, and strengthening the response to mental health calls. A copy of the Plan, as a basis for consultation, is attached.

Community input and dialogue will be essential to ensure that the directions outlined in the Plan are meaningful and reflect the perspectives and experiences of citizens. **The Board is therefore holding a Special Meeting on January 26th, 2021 at 7pm to receive deputations from the public to ensure that all voices have an opportunity to be heard as the Action Plan is solidified and implemented.**

For those interested in participating in this meeting, you may submit an outline of your deputation in writing to alongo@drps.ca. **The deadline for submissions is January 11, 2021.** Deputations will be a maximum of five minutes, in accordance with the Board's Governance by-law. As a result of ongoing gathering restrictions due to COVID-19, the meeting will take place virtually, and participants will deliver their deputation via a web-based platform (Microsoft Teams). As always, the Board meeting will be livestreamed and a recording will be posted for later viewing, accessible through www.drps.ca.

If a member of the public would like to make a written submission, without a verbal deputation on January 26, 2021, this will also be welcomed and reviewed by the Board as part of the record of consultation. Please provide your submission to alongo@drps.ca prior to January 25, 2021.

We look forward to hearing from you.

The Durham Regional Police Services Board is the civilian governing body of the Police Service. Its responsibilities include establishing objectives for policing in consultation with the Chief of the Police, setting policies for the effective management of the Police Service, and hiring and monitoring the performance of the Chief of Police. The Board consists of seven members, three appointed by the Province of Ontario and four chosen by Regional Council.

Action Plan for Enhancing Trust and Confidence in Policing in Durham Region

DRAFT – FOR CONSULTATION

1. Strengthen transparency in decision-making

Actions:

- a. Conduct community consultation on this action plan, and on the Chief of Police Selection Criteria
- b. Strengthen Board policy related to diversity and anti-racism, considering the recommendations of the Ontario Human Rights Commission
- c. Improve the budget process to be more informative to the community
- d. Publish reports related to discipline, where possible
- e. Adopt body-worn cameras

2. Improve diversity and inclusion practices with the DRPS internally and externally in the delivery of community safety

Actions:

- a. Direct the Chief of Police to ensure that education and training for members accentuates anti-racism learning
- b. Direct the Chief of Police to ensure that processes for recruitment, selection, promotion and performance management of members include and emphasize equity and inclusion
- c. Ensure that the selection of deputy chiefs and chiefs of police includes an assessment of commitment and achievement in the areas of diversity, equity and inclusion

3. Strengthen service delivery related to mental health calls

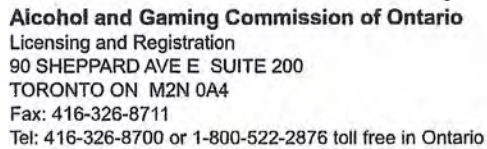
Actions:

- a. Expand mobile crisis response team and ensure appropriate coverage for mental health related calls for the entire Region
- b. Direct the Chief of Police to examine potential for call diversion in instances where a police response may not be necessary
- c. Ensure that mental health training for members is prioritized

4. Support the Equity and Inclusion Plan and the 4 initiatives to Address Systemic Barriers

- a. Collect race based data
- b. Involve community in recruitment and promotional processes and policy review
- c. Bystander training
- d. Organizational census

Corporate Services Committee



Date:	05/01/2021
Refer to:	Not Applicable
Meeting Date:	Jan. 11, 2021
Action:	null
Notes:	COW - CS
Copies to:	Building, Fire

Premises Name STEFANO'S BISTRO	Premises Telephone Number [REDACTED]		
Contact Name STEPHEN NG	Contact's Telephone Number [REDACTED]	Email Address [REDACTED]	
Address 390 SIMCOE ST UNIT A	City / Town BEAVERTON	Province / State ON	Postal Code L9K 1A0

Name of village, town, township or city where taxes are paid: (If the area where the establishment is located was annexed or amalgamated, provide the name of the Village, Town, Township or City was known as)

Signature of Municipal Official	Title
Address of Municipal Office	Date <div> <div>YYYY</div> <div>MM</div> <div>DD</div> </div>



Alcohol and Gaming Commission of Ontario
Licensing and Registration
90 SHEPPARD AVE E SUITE 200
TORONTO ON M2N 0A4
Fax: 416-326-8711
Tel: 416-326-8700 or 1-800-522-2876 toll free in Ontario

Agency Letter of Approval

Note: A separate letter is required from Building, Fire and Health authorities.

THIS FORM IS NOT REQUIRED FOR CHANGES IN OWNERSHIP ONLY.

Attention: Approving Agency

This form is supplied for the convenience of approving authorities.

Any individual agency may choose to utilise their own specific correspondence.

Name of Approving Agency			
Address	City / Town	Province / State	Postal Code

Re:

Name of Premises			Municipality
Address	City / Town	Province / State	Postal Code

Please indicate: ☐ New Building **OR** ☐ Alterations
☐ Indoor Areas **OR** ☐ Outdoor Areas

- ☐ Agency has no objections to the use of this facility as a licensed premises under the *Liquor Licence Act*. No determination or assessment has, or will be made, at this time with respect to the occupant load.
- ☐ Agency has no objections to the use of this facility as a licensed premises under the *Liquor Licence Act*. A total occupant load has been established at Indoor _____ Outdoor _____.
Note: If the total occupant load should be segmented into specific areas, please define below or provide appropriate attachment.
- ☐ Agency has no objections to the use of this facility as a licensed premises under the *Liquor Licence Act* following compliance with the identified requirements. *Note conditions below or provide appropriate attachment.*

☐ See attachment

Name of Approving Official (please print)	Title of Approving Official	Date
Signature of Approving Official	Telephone number	Fax number